[Sh. Avtar Singh Bhadana]

Taudu and other areas of my constituency are disrupted for the last six months. The subscribers are being charged even for non-functioning of telephone lines and as a result of that discontentment is mounting in the area.

Therefore, I request the Central Government to take action for streamlining the telephone system in Hoḍal. Taudu and other areas of Faridabad so that people may get relief.

[*English*]

13.42 hrs.

The Lok Sabha then adjourned for Lunch till Forty Five minutes past Fourteen of the Clock

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The Lok Sabha re-assembled after Lunch at fortynine minutes past Fourteen of the Clock

[MR. DEPUTY SPEAKER *in the Chair*]

RAILWAY BUDGET 1992-93 GENERAL DISCUSSION –*CONTD;*

RESOLUTION *RE*. RECOMMENDATIONS OF THE RAILWAY CONVENTION COMMITTEE–*CONTD*;.

DEMANDS FOR GRANTS (RAILWAY, 1992-93 –*CONTD.*

AND

SUPPLEMENTARY DEMANDS FOR GRANTS (RAILWAYS) 1991-92–*CONTD.*

[*English*]

MR. DEPUTY SPEAKER: The House shall now take up further discussions on Item Nos. 6 to 9 listed in today's agenda. Shri S. B. Thorat to speak.

[*Translation*]

SHRI SANDIPAN BHAGWAN THORAT (Pandharpur): Mr. Deputy Speaker, Sir, while welcoming this Rail Budget, I would like to congratulate the hon. Minister, because this Rail Budget is prepare for the common man. Railway is a commercial organisation. It is not a ordinary task to run such a big organisation. According to date of 1951, there was total track of 51 tousend kilometre in our country. Whereas now it has increased to 62 thousand kilometres. It means that there has been an increase of 10 thousands kilometres. But populationwise we find that in comparison to 1951 there has not been sufficient increase in railway tracks. Our hon. Minister of Railway is accommodating such a large population, therefore it is necessary to congratulate him.

It is being discussed since two days. I was hearing the leaders of opposition. They mentioned that our budget is influenced by the conditions of the World Bank and I. M. F. But I think that there is not such thing. I would like to say to the leaders of the oppositions that in this rail budget there is a provision of changing 6000 kilometers metre gauge line into broad gauge line. it is not a simple task.

I would like to say one thing about the conversion of railway line in my constituency. Miraj-Latoor is a narrow gauge line in my constituency. We have requested many times to the hon. Minister to convert it into broad gauge. My constituency Marathawada is a backward area and industrialists are not willing to go there due to meter gauge line. Therefore, I request the hon. Minister that our area should also be included in this conversion plan. 45 years ago when once I was going to Pandharpur from Kuibadi to appear in Vernacular final examination, at that time I was 14-15 years old. After leaving the station the train stopped at a short distance I got down to find out, why the train has stopped. A buffalo had come before the train and the driver got down to drive away the buffalo from the path and then he started the train again but after covering one or two kilometres, the train stopped again we got down to know the reason this time we saw that the same buffalo had again come on the railway track. It shows that the the speed of trains is very slow.

Pandarpur is a very big region where there is a temple and people come from far and wide to this temple. A fair is also held there, but no work has been done for the convenience of the passengers. Therefore, the railway facilities should be provided there. Kurduwadi is a big junction where there is a railway workshop where coaches are Manutactured. I request the hon. Minister that this should be handed over to Bharat Earthmovers. The people of backward areas over there will get work.

The second thing is that Vadi station is a very busy station, but there is no arrangement for drinking water. The Government of Maharashtra in this connection has also sent its suggestion to you. For the water supply the share of the railways is 87 lakh rupees, which is essential. I would request the hon. Minister to take the action in this regard very soon.

The third thing is this that a passenger train should be introduced between Puna and Sholapur for the convenience of the poor people . Sholapur is a very big city whether there are many leather factories. Sugarcane is grown there and wagons are not available for transportation of sugarcane. Therefore, I would like to make a suggestion that the quota of the wagons should be increased.

Mr. Deputy Speaker, Sir, a portion of railway track between Bombay and Dond on Bombay-Bangalore line has been doubled but still there remains a portion on this line upto Vadi which needed to be doubled so I suggest to double this portion of track also. I also request to electrify Pune-Sholapur and Sholapur Vadi railway line.

Hon. Sir, you gave me time to speak, I would like to thank you for this.

15.00 hrs.

DR. RAJAGOPALAN SRIDHARAN (Madras South): Mr. Deputy Speaker Sir, I am happy that I have been asked to speak on the Railway Budget prosented by the hon. Minister of Railways in this august House by my party.

Mr. Deputy Speaker Sir, the Railway Minister has indeed an unenviable job before him. He has to depend more and more on resources generated internally and at the same time he has to find resources for the growth and development of this vast transport network without however placing an undue burden on its users. We as a nation cannot afford to see the Railways sliding to join the pitiable family of sick industries. As the hon. House is aware, if the growth of the Railways is stunted or if the operation of the Railways becomes unviable, it is the economic well being of the nation which will in the ultimate analysis suffer. For the Railways constitute an important component of the infrastructure. Considering the constrains faced by him, I must say that on the whole the hon. Railway Minister has done a fairly good job in formulating his budget proposals.

I would like to make a few suggestions by way of constrictive criticism and to bring into focus, some of the thrust areas which would demand particular attention and action.

15.02 hrs.

[RAO RAM SINGH in the Chair]

As a public utility run on commercial times, the Railways has to enhance their revenues even while bringing down their costs, causing the least hurt in the process. The accretion to revenues has to come through increasing volumes rather than increase in rates but we have to recognise the limits to which this can be stretched. The reduction in expenses has to be brought about by cutting costs without however cutting corners.

[Dr. Rajagpalan Sridharan]

The Budget speech has brought out how the Railway men have always risen to the occasion and how they arrested the falling trends of revenue earing traffic by loading more than a million tonnes a day during the last quarter of 1991. Such efforts will have to be continued and encouraged by among other things suitably motivating the staff and enthusing them to sustain and in fact improve upon their own performance.

The Budget speech also mentions how the working expenses are under heavy strain and how stringent financial control enables the Railways to absorb post-budget surpluses. The Minister has also refued to implementation of an action plan, cost control and cost reduction monitoring.

Regarding generation of revenues without dipping to any significant extent into the pockets of rail users, we have to think of tapping to a larger extent of revenue sources within the Railways.

The House would like to know whether all such resources have been identified and a time-bourd action plan to raise resources through them drawn up. For example, are the Railways satisfied with a question whether the system for generating revenues through commercial advertisements has been put to its optimum use? Similarly, what are the proposals and what is the achievement in disposing off scrap and other unwanted stores to the best advantage of the Railways? Again, are the practices on the Railways and the attitude of the Railway men oriented towards recycling its used products looking upon them as resources rather than as useless waste? These are only a very few thoughts that would suffice to show the considerable scope available for such useful activities. The hon. Minister has referred to the steps being taken for the better use of land with which precious resource the Railways are blessed with in abundant measure. The House would like to know from him the progress made and the time-frame for generating revenue from this resource.

I would like to emphasise here that a larger public is involved in raising resources for the Railways by putting their land real estate to use as increase in fares and freights hurts the common man and it is to be done with utmost care and caution.

When it comes to cost reduction, I think there is considerable scope for it on the Railways. For example, Railways consume material in vast quantities. The issue of stores to Railways consumers has been to the tune of Rs. 3200 crores during 1989-90. You can see how enormous the scope is for value engineering and analysis. Is enough attention paid to consumption of materials during the operation and maintenance even at the design stage? I would suggest that the hon. Minister take House into confidence by laying on its Table, essential particulars of the action plan for cost reduction on Railways. This will provide an opportunity to the hon. Ministers to make useful and concrete suggestions for implementation of the plan and if possible for improving upon it.

The Railways have on its rolls 16.51 lakh employees and 1.45 lakh casual labours. The Railways have successfully nurtured amongst its employees a strong sense of identity and pride of belonging. The labour force, which is a part of the Railway family has met many challenges and faced situations with courage, should at no stretch of imagination be retrenched but if the force is more it can be used to train in other fields like Computers and clerical works. Labour is not against modernisation. Labour should be retained in their fields of activity so that they adapt to the modern methods of modernisation. In this connection I would personally thank the RPF and RPSF Personnels who are all a part of this big family. All these people have been built up by following generous and elightened personal policies and active participation in staff welfare activities which includes subsidised Housing, free medical care, eduction, sport and recreational activities.

A network of 114 hospitals and 670 health units service the medical needs of

Railway men. The headquarters hospital at the Southern Railway in Peramount, Madras has been consistently doing good work in heart care, Cardia-catheterisation and Cardia vascular surgery. Thanks mainly to the vision and dynamism shown by Dr. T. J. Certain and his team of most talented doctors. The cardiac bypass surgery, the heart valvular replacement done at this Centre has been of the highest quality.

The railways have wide network of educational institutions for all sections of the schools and colleges affiliated to that of the State and the Central Boards. The maintenance of the schools is pahetic. I would like the hon. Minister to bestow his personal interest in maintaining the schools.

Modernisation of the Railways stations has been taking place. I believe that about seventy stations have been selected for modernisation. Sir, I would like you to modernise the Tambaram and Mambalam stations of Madras Beach. Chengleput, Metre gauge suburban traction. These two stations have been mainly used by the students and office goers from and to Chengleput. These two stations are also the alighting and detraining stations of the Madras Beach, Thirunelveli main and Chord line meter gauge line. The cleanliness in all the railway stations leave much to be desired. A task force was created. What they are doing?

During my last Railway Budget participation, I have made a special mention that Tambaram, St. Thomas Mount and Chrompet Railway level crossings have to be provided either with a subway or overbridge. No efforts has been made so far in this direction. I make a strong plea to immediately start the work of building an overbridge across the level crossing connecting East and West Tambaram Railway Stations in the Southern Railway. Work should simultaneously start for building a subway in Chrompet and St. Thomas Mount Railway level crossings.

The MRTs envisages a mass transit system in the most dense corridor of Madras city to provide relief to commuter traffic. This is a surface-cum-elevated structure along the Buckingham Canal. It was to provide connection from Madras Beach to Taramani Sections. I am sorry to say that this system is now pruned for a distance of 8.55 kms. from Beach to Luz only has been sanctioned. I request the Hon. Minister to complete the entire project connecting Beach to Taramani before the end of this century. The work from Beach to Luz which is in progress should be done on a war-footing. The amount allotted for 1991-92 is only Rs. 13 crores. This is too meagre for the work to be completed by 1992. An amount of Rs. 25 crores should be granted for the use of the Railways.

The most immediate need is the extension of the Broadgauge line from Villivakkam to Anna Nagar on the Madras Central-Thiruvallur Section. The Railways can also think of considering a circular rail route connecting Madras Central and Tambaram via Anna Nagar, Poonamallee, Porur, St. Thomas Mount to Tambaram. This will completely take the load off the already loaded surface transport system of Madras city;

2. Second phase of Karur-Dindigul-Tuticorin broadgauge line project to be taken up. Between Madurai-Maniyatchi, there should be a parallel line to the existing metregauge line;

3. A new broadgauge line connecting Karur to Salem should be taken up;

4. Increasing the frequency of broadgauge electric traction between Madras Central-Tiruvellore-Gummidipoondi and to increase the speed of the electric train thus reducing the time of travel;

5. To increase the number of coaches from 8 to 9 in all electric trains;

6. A new train on the metregauge from Madras Egmore to Tiruvannamalai stations;

7. An overbridge from Royapuram should be taken up quickly; and

[Dr. Rajagpalan Sridharan]

8. Introduction of Rajdhani Express from New Delhi to Madras should be there.

Sir, I would like to make a request on behalf of all our MPs and ex-MPs to the hon. Railway Minister to do this. I would request him to give at least two passes for ex-MPs in a year. He was kind enough to give one Railway pass for each ex-MP during a year.

The hon. Railway Minister has shown vision, courage and determination in presenting this year's Budget. I would like to compliment the hon. Minister of Railways and his team of dedicated staff. I support the Railway Budget 1991-92.

SHRI RAM KAPSE (Thane): I rise to oppose the anti-worker, anti-middle class and anti-people Budget of the Railway Minister. We, the Bombay commuters, had thought of some relief, but the Minister has presented such a Budget, especially, for the commuters of Bombay, that this Budget will not be supported, even by Congressmen from Bombay, Am I right Mr. Dighe? He will not be in a position to support this.

SHRI ANBARASU ERA (Madras Central): We will support it. You are wrong.

SHRI RAM KAPSE: I am absolutely sure.

MR. CHAIRMAN (Shri Rao Ram Singh): Mr. Kapse, you stick to your views.

SHRI RAM KAPSE: On the 14th of September, 1990, the same Railway Minister had presented a Status Paper on Bombay Suburban Railway Service; and there were 22 projects which were enlisted. We, the commuters of the Bombay Railway, were waiting for the station of at least one of them. But, there are only four on-going projects; and from 5 to 22, not a single project has been sanctioned by the Railway Ministry. So, no new facilities added.

MR. George Fernandes, while presenting his Status Paper said as follows:

> "This state of affairs has to change. Today. Not tomorrow. And it is possible to change it. Now."

After two years, our Railway Minister said, nothing doing; no sanctioning of anyone project; as far as Bombay is concerned.

About fare hike, this is unparalleled fare hike in the history of railway. It is ranging between 5 per cent to 61 per cent, when we are not having even a comfortable standing place. No, new facility added, when you, yourself, say that Bombay's load is the highest in the world. In your Status papers, para 27 reads as follows:

> During busy periods, however, 1740 passengers travel standing, increasing the number of passengers to 2592 per train, known as 'dense crushload'. In the morning peaks and evening peaks, however 2556 people manage to travel standing, taking the total number of passengers per train to 3408, called 'super-dense crushload.' Crowding is so heavy that there are about 10 passengers to a square metre. This makes the occupation of the suburban trains in Bombay so heavy that there is no parallel to this in the world. The suburban trains of the Central and the Western Railways carry 48 lakh passengers daily."

No, new facility, no new railway; only you are giving a new fare hike.

Again, this is not the first time. I have got a table of the hike from 1966. I used to travel from Kalyan to Bombay; and I used to pay Rs. 12.35 for a monthly season ticket; and after this hike, I will have to pay Rs. 115 per month for a second class travel; it is ten times in the last 25 years. Every year there is a hike; and the passengers survey which was conducted in 1981 was your own survey; and the monthly income which was shown by the Passengers Survey Committee was from Rs. 215 to Rs. 1000 only. This is the common man who travels, who is the commuter of Bombay. And here my friend has said today that this is the common man's Budget; if this is the common man's Budget, then what is the Budget of the uncommon man?

Therefore, there were spontaneous demonstrations. For three days, the railways were not working in Bombay. This spontaneous demonstration by suburban commuters in Greater Bombay is only a pointer to the right indignation shown by the citizens.

The contention of the Railway Minister is that there should be a further hike in the suburban railway fare. Why? Because, they feel that —I expect that you will withdraw this hike—the suburban service is incurring losses. As far as Bombay is concerned, I am absolutely sure that the Bombay suburban service is not inourring any loss.

As I read a paragraph from your own book, 'super dense crush load' trains are running for 24 hours, the track utilisation is maximum and rake utilisation also is maximum and actually when the Railway Board changed its norms of costing from 18 per cent, the loss shown last year was six per cent. So, it could come down. So, I suggest that the Ministry amay appoint a committee to go into the costing of suburban railways and you will yourself find that in Bombay it is not running in loss. It is not working in loss. You contention that the Bombay suburban service is incurring loss is absolutely wrong and we are preapred to prove it if you give us a chance.

Another point is, subsidised service is not necessary for Bombay according to your contention. Again, it is a wrong contention. Subsidies are given throughout the world as far as the railways are concerned, in France, in Japan and in England. Every Known nation gives subsidies as far as suburban Railways are concerned.

SHRI E. AHAMED (Manjeri): Subsidised food also.

SHRI RAM NAIK (Bombay North): Subsidised food is given to poor MPs only.

SHRI RAM KAPSE: About the effect you mentioned and the Railway Minister has said it, that as far as food is concerned, the freight hike will not be there. But as far as books are concerned, which is food for me, there the freight rate is from Rs. 17 to 30 and again more than seven per cent. Even books they do not leave, haw can they leave the suburban commuters?

Then the other point is since 1858 there is subsidised travel in Bombay. You can go through the time-tables and you will find it yourself. In 1928 the then Governor had suggested to GIP Railway to give a subsidised travel to the people of Bombay. So, since 1858 it was in practice and now you want to take it out. Bombay commuters live at far off places like Kasara; not that they like to travel more than 120 kilometres daily, but they do travel daily. For hours together they have to be in the trains. They do not like it. They do not like to stand for three hours daily. They are travelling in that manner because the whole business community and the Government business is centred in South Bombay. What can we do? These are the Bombay people who stay in *Juggies* and *Jhompdees*. They have to travel like this.

Also, Bombay subscribes to 40 per cent of the national wealth. Only a meagre part of it is spent on Bombay. If agriculture and export based industry deserve subsidy, we definitely deserve subsidy such more than that. Therefore, subsidies should be continued if at all there is any. As far asl am concerned, I am absolutely sure that Bombay commuters are not getting any subsidy from the Railways. One more suggestion is that you spend for anti-pollution drive. The Government spends for roads. Then, you spend for Railways. That will be more useful for the nation. There will be less pollution; there will be less traffic jam and people will be benefited as far as metropolitan cities are concerned.

In 1986 you transferred the expenditure

[Sh. Ram Kapse]

for metropolitan railways to the Urban Development Ministry. Are they spending? They are not spending at all. So, neither you spend for us; nor the Urban Development Ministry spends for us; nor the State spends for us. We are nobody's baby. The Government takes money from you but does not pay. The poor Railway Minister, should I ask you to resign? This is the condition.

Is there a real necessity of having a uniform tariff as far as all cities are concerned? There was a practice that Bombay commuters bear charges differently. If Calcutta is running at loss; if Madras is running at loss; if Delhi is running at loss and Bombay is not incurring any loss, why should we spend for all those travellers? Bombay travellers pay the charges. They do not travel without ticket. They are not doing that offence. Should they start travelling without ticket? Do you expect them to do that? So, if your contentions are all wrong, then you please withdraw the hike totally.

My suggestions are: change the norms for accounting and costing; appoint a Committee to decide about more rational norms about costing; withdraw the hike; per ticket face should not have any bearing on the season ticket; and about the mobilisation of resources, you do. Here, your status paper mentions ten ways of mobilisation of resources - sharing of capital cost; different levies; bonds; terminal charges; private investments; commercial exploration; external loans; contribution from the employers. Have you tried in any of these directions? You left out all the nine ways and only one was left for you and that is, poor commuters. You are charging them. You did not try in any other direction. You know how to mobilise the money but you have not tried that. So, you first start trying in that direction and then if at all there is any loss, it can be subsidised by all these ways.

There is a wide scope for improvement on the working of the Railways. Also decide about the priorities and act upon it.

Two years before, the General Manager, Central Railways had sent a proposal for Dombivali terminus costing only Rs. 96 lakhs. And even after two years, it has not been cleared. There is need for opening of new stations like Gurwali, etc. There are so many things which you have to decide but there is no decision, there is no action in that direction and there are no new facilities given.

Against this fare hike, the Bombay commuters had an agitation for three days. They are waiting for the finalisation of the Budget. We have moved a Cut Motion and I request the House to please support it because ultimately the people cannot bear this burden. So, please do away with this.

SHRI ANANTHA VENKATA REDDY (Anantapur): Mr. Chairman, Sir, I support the Railway Budget. I would like to congratulate the Government for this pragmatic and realistic budget presented by the hon. Minister.

I am very happy that there are some proposals in the Railway Budget for general improvement of the railways and also for completion of certain on-going projects and for the taking up new projects. For this purpose and also for the general improved of the Railways, I think the hon. Minister is justified in increasing the fares and freights to some extent.

We are developing our country and this raising of fares and freights is inevitable.

Sri, you are aware that Guntakal is one of the major junctions in South India, between Madras and Bombay. It has got metre gauge as well as broad gauge lines. Guntakal junction is directly connected with Secunderabad metre gauge via Dronachalam, Kurnool and Mahboobnagar. I congratulate the hon. Minister for his proposal for conversion into metre gauge from Dronachalam to Secunderabad and also for conversion of Guntakal to Guntur into broad gauge line. I congratulate the hon. Prime Minister, Shri P. V. Narsimha Rao particularly in this regard.

I would like to make a few suggestions regarding new railway lines in Andhra Pradesh. There is a junction at Gooty and also a junction at Dronachalam. I propose a new railway line from Gooty to Dronachalam because there is a great need for laying a new railway line from Gooty to Dronachalam. The distance from Gooty to Dronachalam will be about forty kilometres and the existing route from Gooty to Dronachalam via Guntakal is about 100 kilometres. This will obviously shorten the distance from Bangalore to Secunderabad and consequently the running time of Karnataka Express from Bangalore to Delhi can be reduced. The survey has been completed. I request the hon. Minister to take up this work at an early date.

I also propose a new railway line from Nandyal to Yerraguntla. The survey was completed long back. There is a great need for laying a new line from Nandyal to Yerraguntla.

I, therefore, request the hon. Minister to take up that work also.

I also propose a new railway line from Guntakal to Tumkur via Uravakonda, Kalyanadurg, Pavgada and Madakasira. The hon. Minister is aware that Pavgada is a very important pilgrimate centre in that part of the State. I am sure that if the above work is taken up, it will fetch good income to the Railways also. I request the hon. Minister to consider this proposal.

There is one train-Jayanti Janata Express running between Bombay and Kanyakumari. It travels via Gooty, Tadpatri and Cuddapah. There is no stoppage for this train at Tadpatri. I may mention that the Bombay-bound and Kerala-bound passengers of Nandyal, Koilkuntla and Panyam constituencies were coming to Tadpatri to board this train when it was stopping there earlier. Unfortunately there is no stoppage for this train at Tadpatri. There is a great need for stoppage of this train at Tadpatri. The People are agitated over this issue and I am afraid that the situation is very explosive. I requested the Railway authorities number of times about this matter. I was informed by them that there are two trains on this matter. I was informed by them that are two trains on this route, namely Bombay - Madras Mail and Bombay - Madras Express. But I submit that this train does not go to Madras. It goes to Kanyakumari via Arkonam. So, there is a great need for stopping this train at Tadpatri.

There is a train from Hazrat Nizamuddin to Visakhapatnam. I am sorry to state that the catering facilities in this train are very poor. The train runs for two nights and goes at a very slow speed. I request the hon. Minister to speed up the train and also arrange for better catering facilities.

Lastly, I may mention that the consultative committee was constituted in South Central Railway for betterment of railway facilities. It was stated that there would be at least one meeting per year. I request the hon. Minister to have at least two meetings per year so that we can discuss the problems of the area and more opportunities are available for it. I may mention that not even a single meeting is held so far. I request the hon. Minister to direct the authorities to have a meeting at an early date.

The hon. Minister was pleased to send letters to all Members about the catering facilities in the trains. I hope and trust that hon. Minister will take suitable action in this regard.

With these words, I support the Railway Budget presented by the hon. Minister. Thank you.

[*Translation*]

SHRI MOHAN SINGH (Deora): Mr. Chairman Sir, I would like to thank you, for giving me time to express my views on this Railway budget which is anti-people. I regret to say that this budget is not only anti-people, but is also anti railways department. You must not have seen any such person or organisation in the world which does not

[Sh. Mohan Singh]

want to increase its family or its responsibilities and its sphere, except this railway department.

About, 16 1/4 lakh people have been working in this department for many years. It has been a constant effort on the part of railways to reduce this strength rather than increasing it. In the same way, Sir, he has put forth a plan for expansion of railways, but the budget does not specify as to how many new railway lines will be constructed. This is certainly true that provision made in the last year's budget for laying new railway lines and expansion etc. has been reduced to half this year.The provision which was there in last year's budget has been halved in this year's budget.

Yes, this is certainly ture that they propose to convert more rail lines this time and even in this, there is a big problem. If the railway line is converted or is electrified then casual labour is needed for that. But the strength of permanent employees is not raised. But if a new railway line is constructed and if new railways stations are opened and if expansion work is undertaken then the strength of temporary railway workers is increased. We do not see any such ambitious plan in the budget that is why we condemn budget and that is why we oppose it. Indian railways is also symbol of the unity of India. It links far off places of India and it also plays a vital role. This budget does not aim at ending the regional imbalances.

If we make an overall assessment we will find that very less railway track has been electrified in eastern U. P. and Bihar. Electrification of railway line is not taking place in that area. If you really want to stop this criticism then the Bihar railway line between Howrah and Mugalsarai and Patna be electrified very soon. You must make the announcement regarding electrification of this line while replying to the debate on the Budget.

China had invaded India and at that time for the purpose of strengthening the Indian borders, at that time a very long highway was constructed to join the North-east and western borders of India. Today parallel this road, there is a railway line which links Gauhati. In this budget a proposal for the electrification of the railway line from Ambala to Moradabad has been included.

But there is no indication in this budget for doubling a railway line and for electrifying it. That is a border railway line, and it has a special importance. Whenever India has been attacked, this railway track has played an important role. It should be doubled electrified and expanded. Gorakhpur is the headquarters of eastern railway. The general manager's office is lactated there. But there is no office of Divisional there. From the newspapers we have learnt that 5-6 zones are being opened which include Jabalpur and Ahmedabad also. Why Gorakhpur has been left out? A Divisional office should be opened there also. One ambitious plan is that of Chhitoni-Bagha. There is a proposal to expand the railway bridge and the railway line to link U. P. and Bihar. There is also a proposal to spend Rs. 150 crore for that railway line. I regret to say that the U. P. Government and the Bihar Government have not made any contribution towards it and the U. P. budget has also been presented.

In this annual budget no provision has been made for this bridge. But if State Government fail to make their contribution for one or the other reasons such as paucity of funds etc., then we should write them in this connection. We should put pressure on them but if Central Government also does not do anything on one pretext or the other then it is beyond our comprehension. In the current financial year, you have allocated only Rs. 15 crore for it while this scheme is to be completed by 1994. If this kind of carelessness continues, I do not think that this ambitions plan will be completed even by 2000 A. D. Its cost its also increasing constantly. The railway department always takes up a big project in its hand, the project should be completed within the stipulated time. So that there is no increase in its cost. The Water

Resources Ministry has provided Rs. 5 crore for this purpose I would like to say that in this same budget for the Chittoni Bagha bridge, *50 crore rupees should be allocated*, so that it can be completed by 1994.

The chart which he has presented shows that number of railway accidents have declined but the number of people dying in railway accidents comparison to other years has increased, because the number of superfast trains is increasing. Old passenger trains have been renamed and are called superfast. If one superfast is moving on a track then another one should not be allowed to run on the same track. The Railway Department is befoling the passengers and extracting extra money from their pockets merely by converting old express trains into super fast trains. The Railway Department is reducing the number of passenger trains and neglecting them, there by causing hardships to the poor people of far flung villages who used to travel to big cities. I would like to request you that the number of passenger trains should be doubled in proportion to the number of super fast trains which are being introduced. The Railway Department should take note of it.

I would like to say that *ex gratia* payment of Rs. 2 lakhs being paid to the next of the kin of the deceased in the railway accident is very meagre. The passengers who travel by air and road are insured. It should be introduced in Railways also. If you change 10 paise per ticket from all the Railway passengers on this item, you will earn Rs. 11-12 lakhs. This money can be spend on the *exgratia* relief. The amount of *exgratia* should be increased to Rs. 5 lakhs and I have suggested to the hon. Railway Minister as to how to collect it.

Secondly, I would like to say a few things about privatisation. As far as the Railway property is concerned, its land is being encroached. A new concept should be adopted in this regard. If we allot Railway land to the villagers on lease for the purpose of afforestation and farming for ten years, the land would be protected and the rural people would be provided employment. In addition to this, the educated unemployed should also be provided employment at the Railway stations. There is A. H. wheeler company which sells book at the Railway stations. It has a monopoly in selling books for a long time. The contractor has got this assignment on old rates. The contractor sells the books at new rates. He has kept minor boys as servants. They sell the books there. The company is fleecing the passengers. I would like to urge upon the hon. Railway Minister to reconsider about the renewal of this contract and contract of other stalls at all the Railway stations. They should be allotted to educated youths for the purpose of selling books so that they could earn their livlihood. It would be a welcome step. Therefore, it is imperative to cancel the contracts in respect of A. H. wheeler and allot these to educated youth on a little enhanced rates.

With these a few suggestions, I oppose the Budget because it is anti-people. I hope the hon. Minister would reply keeping my suggestions in mind. With this expectation. I conclude.

[*English*]

SHRI E. AHAMED (Manjeri): Mr. Chairman, Sir, I rise to support the Railway Budget proposals moved by the hon. Minister of Railways, Shri Jaffer Sharief. The Railway Budget can be described as a balanced budget taking into account various proposals that the hon. Minister has made.

I have my own reservation with regard to the treatment meted out to my State, when various schemes have been announced by the Minister in the Railway Budget. However, on the whole one will be able to see the budget as a positive one, in the present economic crunch that the country is facing.

We have to take into account the position of the Indian Railways as Asia's largest and the world's second largest system under single management. The country is having more than 7000 railway stations and also

[Sh. E. Ahamed]

with a regular staff of 70 lakh persons. This is such a vest system comparing to other Railways in the world. But at the very same time, we must also consider whether this Railway under single management, run could be run as efficient as that of Euro Rail. The Euro Railway in European countries which is passing through various countries having the different system of Administration is being run most efficiently comparing to our Railways having one single management system. Therefore, an important duty is cast on the administration to run the Railway efficiently and also to avoid all the avoidable expenditure.

I cannot subscribe the philosophy of the Minister coming to the House all the time raising the freight and fare. The hike in fare and freight, according to the, is unavoidable to a reasonable limit only. Why does the Railway not consider of tapping untapped resources in its possession? For example, there is vast extent of land in possession of the railways and if it is effectively utilised, that will bring more resources to the Railways. The land could also be converted for remunerative purposes which will strengthen the resource mobilisation of the Railways.

I congratulate the Minister for fixing the priority of the Railways first to conversion of line from metre gauge to broad gauge.

I congratulate the hon. Minister again for priority given for on the completion of the on - going projects.

Further I venture to request the hon. Minister to consider exploiting the resources already available with the railway which have not been tapped so far and to utilise them effectively to provide amenities to the railway passengers.

I may avail of this occasion to express my sense of resentment that Kerala State has not been treated as it should have been treated by the railways. Kerala is the one State which brings a very large amount of foreign exchange and that is helpful to the country and even to the railways. Apart from the fact that one or two ongoing projects are to be completed, no new trains have been given to Kerala excepting that the frequency of ondl one trains has been increased.

I do not know whether the railway will be able to complete the work of Quilon - Trivandrum doubling with only Rs. one lakh provided in the Budget.

As far as Malabar region of Kerala State is concerned, the railway has completely forgotten to provide anything to that area. Neither there is a train nor any doubling of the railway track or any other new facility.

I, of course, express my deep sense of gratitude to the hon. Minister for having ordered the techno-engineering survey on my proposal which I made on the floor of the House in the last Budget speech to have a new railway from Nilambur to Feroke.

But apart from ordering that one, I do not know why the Government have not included Shornur- Mangalore doubling in the proposed projects.

Malabar region of Kerala is a part of the railway ever since the railway was started a century ago. But even now we are experiencing the taste of the century - old railway whenever we travel in the old compartments which have been given to our area by the Southern railway.

The hon. Minister was kind enough to visit our area and he himself has certainly appreciated our deplorable condition I hope the Government will actively consider some of the demands of the people from that region.

There is a provision made in the Budget to step up the provision for the passenger amenities from Rs. 31 crores to Rs. 50 crores this time. Sir, even though it is not sufficient still, I may make some suggestions for the kind consideration of the railways.

In the longdistance trains, there is no facility to provide drinking water to the passengers. Passengers are to run for water to quench their thirst only at the time of the half of the train at some station. When the Government is giving many amenities, why do not they also consider providing drinking water facility in the long - distance trains?

Another suggestion of mine to the hon. Minister is to engage a doctor and one or two staff in all the long distance trains. Many a time, when some of the passengers fall ill, the Superintendent of the train and other people attending, the guard and others, will have to run helter - skelter or wait for the next station to reach for the medical assistance to be made avalaible.

16.00 hrs.

The Railway should arrange a doctor and staff for the long-distance passengers.

I have got another request. The people of Kerala are coming all the way from Kerala to Delhi and *vice versa*. It is strange that the Kerala Express and such other express trains stop at every station starting Delhi. I do not know why these train, the Kerala Express etc is being stopped at every station. These are mainly long-distance trains. The trains will be full of passengers. As far as Kerala Express is concerned, the train will be full of passengers from Delhi to Kerala. Instead of stopping at Mathura, Agra and Gwalior, at least there must be one stop from Delhi to Bhopal by which the Railways will be able to save 10-15 hours a day. Therefore, the Minister should consider avoiding this unnecessary stoppage everywhere for long distance trains.

I would like to bring to the notice of the Minister another important thing. There is a superfast summer special train. There is only one train from Delhi to Kerala which runs only once a week. Taking into account the number of passengers who travel, at least the frequency should be increased to two.

There is another important aspect. We, the people of Kerala, have to maintain constant touch with Bombay. At present, the Netravadi Express runs thrice from Mangalore and twice in a week from Cochin. At least, it should be made to run every day... (*Interruptions*) Also, there is no ticket available.

MR. CHAIRMAN: Please wind up.

SHRI E. AHAMED: Before winding up, I want to tell one thing. The hon. Minister can very well understand the difficulties of the passengers of Karnataka and Kerala. From Bangalore, it is very difficult to reach Mangalore passing through Calicut and Cannanore. There is only one train, the Island Express, running between Bangalore and Kanyakumari, between Karnataka and Kerala. The Minister should actively and seriously consider introducing a new train from Bangalore to Mangalore. I would even request the Minister to name it after Kunahali Marrikkar who was the Naval chieftain of Raja Zamorin, who fought against the Portuguese colonialism. At least, to honour such luminaries and the people who stood for the communal harmony, it should be named after Kunhalj Marrikkar. Marrikkar cannot be forgotten. Some other new names have already been given to the new trains. Why not you name it after the naval chieftain, the latelamented Icunhali Marrikkar and introduce a new trains?

Sir, I want to mention one important thing. Kerala being the Southern-most State, it is very difficult to get the raw-material from North Indian States. Now, the Railways say that if they take only one rake, they will provide it. (*interruptions*) Sir, I will take two only minutes. It is very difficult to get the materials from the Northern States to the Southern States. The Railway say that the small industrialists etc. should take a rake-load of materials. How can a small - scale industrialist, and other small industrialist be table to take one rake - load of the raw-material from Northern India? Such people should be given single- wagon facility by the Railways. Therefore, this condition of asking them to take the rakeload should be discon-

[Sh. E. Ahamed]

tinued and discouraged in order to encourage the small - scale industrialists from the Southern States enabling them to take their material by single wagon.

Sir, we are having a lot of rains during the monsoon season in Kerala. Our Railway Stations have been partly covered by roofs. The Railways say that this is the norm taking into account the passengers and other aspects. If they take such a stand, it will be very difficult for us... (*Interruptions*) Please bear with me. Therefore, I would request the hon. Minister that the people of Kerala should also be given their due.

Again, supporting the Budget proposals of the Railways, I hope the hon. Minister will give consideration to the facts I have mentioned.

MR. CHAIRMAN: Now, I request Shri Eudardo Faleiro to make a statement on the Foreign Sectretary's visit to the United States of America.

16.05 hrs.

STATEMENT BY MINISTER

Recent Visit of the Foreign Secretary to the United States of America

[*English*]

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI EDUARDO FALEIRO): Sir, I rise to make a statement on the recent visit of the Foreign Secretary to the United States of America and other related issues which have been raised during Zero Hour in the past few days.

The Foreign Secretary visited Washington, March 9-11, for talks on matters of mutual interest. IndoUS consultations at the Foreign Secretary's level are a regular feature in our bilateral relations and generally cover the whole gamut of Indo-US ties.

Hon. Members have in the past few days raised a number of pertinent issues relating to Indo-US relations. I would now like to address some of them specifically.

Hon. Members made reference to the so-called Pentagon Paper, extracts of which appeared in the US press on March 8, 1992. The paper is actually a draft which outlines USA's perceptions and strategies in relation to the entire world. The report is not a specific position paper on India or Pakistan. However, the paragraphs of particular concern to India , as they appeared in newspapers in the United States are the following I quote:

> "We will seek to prevent the further development of a nuclear arms race on the Indian subcontinent. In this regard, we should work to have both countries, India and Pakistan, adhere to the Nuclear Non-Proliferation Treaty and to place their nuclear energy facilities under International Atomic Energy Agency safeguards. We should discourage Indian hegemonic aspirations over the other States in South Asia and on the Indian Ocean. With regard to Pakistan a constructive US-Pakistani military relationship will be an important element in our strategy to promote stable security conditions in South-West Asia and Central Asia. We should therefore, endeavour to rebuild our military relationship given acceptable resolution of our nuclear concerns."

And the other things which appeared in the newspapers is and I quote:

> "The US may be faced with the question of whether to take military steps to prevent the development or use of weapons of mass destructions..."

The Foreign Secretary was instructed to immediately take up these negative references to India. In his meeting with the Deputy Secretary Mr. Lawrence Eagleberger and the Under Secretary for Defence Mr. Wolfwitz, the Foreign Secretary conveyed our serious concerns on the above. He was informed that this document was a draft paper prepared by middle level Pentagon officials and would be subject to review and modification. India's concerns have been noted by the US and modifications would be made to take them into account. Foreign Secretary was categorically told that there was no perception at US policy making levels which rejected the negative references to India contained in the Pentagon Paper. Officials of both the State Department and the National Security Council with whom the Foreign Secretary raised India's concerns, informed him that the paper does not reflect the position of the US on various issues dealt with and that it is subject to further review.

On the reported Pentagon advocacy for a continued substantial US military relationship with Pakistan, the Foreign Secretary strongly conveyed our views that while it was a bilateral matter between the United States and Pakistan, this would naturally have consequences in terms of Indian assessments and policy orientation.

I would now like to take up the issue of India's position regarding the Non-Proliferation Treaty. There have been some misleading reports that have appeared in the press that India would sign the NPT. Some hon. Members had raised this specifically in Parliament. I would like to categorically state that there is no change in India's position with regard to the NPT. In Washington, the Foreign Secretary reaffirmed our position that India would not sing the NPT since it considered the treaty to be discriminatory. The Foreign Secretary unambiguously put forward India's views in this regard.

I would like to make a clear distinction between India's position on the NPT and her position on nuclear non-proliferation. India has always been against the proliferation of nuclear weapons and her record in this regard is second to none. Speaking at the Security Council on January 31, 1992, Prime Minister had set out India's views in this regard. He recalled the Action Plan for Disarmament put forward at the Third Special Session on Disarmament in 1988 by the late Prime Minister Rajiv Gandhi which sought to eliminate all weapons of mass destruction in stages, eventually leading to a nuclear-weapon-free and non-violent world. PM said and I quote:

> "The Plan contended and all key elements of a new international consensus on nuclear non-proliferation. First, it called for the conclusion of an international convention on the prohibition of the use of threat of use of nuclear weapons. Second, it advocated a comprehensive test-ban treaty. Third, threshold states would undertake obligations not to cross the threshold and this would be linked to corresponding obligations by nuclear-weapon states to eliminate their nuclear arsenals by the year 2010 at the latest."

Prime Minister in fact advocated advancing this time-frame to the year 2000. The House is aware that on the issue of signing the

MPT, India has been under pressure for several years past, including pressure from the erstwhile Soviet Union. We have consistently taken a principled stand to the effect that while the treaty is discriminatory, what is needed is total and complete nuclear disarmament, brought about by balancrel, simultaneous, comprehensive and time- bound measures on the lines advocated by India's Action Plan presented at the Third Special session of the UN on Disarmament in 1988. Copies of the plan are available in the Parliament Library. The Prime Minister has elaborated India's stand on all occasions when the matter was raised both in multilateral meetings and bilateral talks.

Honourable Members had also referred to the 5-Power Conference proposal put forward by the United States to discuss security issues, including nuclear non-proliferation in South Asia. During his meeting

[Sh. Eduardo Faleiro]

with President Bush in New York on January 31, 1992, Prime Minister detailed Government's position on this. The Prime Minister told President Bush that India was concerned about uncontrolled proliferation of nuclear weapons and did not see how this new phenomenon could be stopped merely by measures of policing. Proliferation had taken on a global dimension and required a global approach. India was prepared to talk to the US on non-proliferation but given the practical situation and ground realities, India had to consider on how deal with the problem. This reality could hardly be dealt with in a meeting of 5 States as such a meeting could becme only an exercise in acrimony.

In Washington, Foreign Secretory reiterated India's stand on the above lines in regard to talking bilaterally with the US on the latter's concerns on nuclear non-proliferation.

Some Honourable Members had referred to the proposal for Indo-US joint naval exercised. India has defence cooperation with several friendly countries, including the United State. Indo-Us defence cooperation is focussed on exchange of professioned information, high level visits and training. In this context, joint training exercises will be undertaken by the Indian and US Navies. It is the Government's view that these training exercises would be professionally useful to our Navy. No agreement has been signed in this regard. I wish to state that the Indian Navy has recently conducted an exercise with the Australian Navy.

It is very important Mr. Chairman that India remains committed to the Indian Ocean being an area without conflict. India would like to see the maintenance of peace and stability in the Indian Ocean region, free from intimidation or rivalry in pursuance of the objectives outlined in the 1971 De station of the Indian Ocean as a Zone of Peace.

Hon. Members are aware that the Special 301 investigation against India on the issue of Intellectual Property Rights has been terminated. The United States Trade Representative had, however, announced on 26 February, 1992 that an Inter-Agency Committee will be mandated to develop options for possible implementation and action if the facts so warrant. Honourable Members know that trade-related IPR issues are being discussed and negotiated in the GATT under the Uruguay Round of Multilateral Trade Negotiations. It is in this context that Foreign Secretary has conveyed that Indo-US consultations could continue at the Uruguay Round to narrow down differences wherever possible.

In conclusion, the talks that Foreign Secretary conducted with US officials were in a spirit of mutual understanding and friendliness. These talks will continue. (*Interruptions*)

SHRI NIRMAL KANTI CHATTERJEE (Dumdum): Sir, the latest report says that they had decided not to supply rice to Cuba.

(*Interruptions*)

SHRI BASU DEB ACHARIA (Bankura): Sir, can we raised some issues? We want tot put some questions.

(*Interruptions*)

MR. CHAIRMAN: The House shall now take up discussion on the Railway Budget.

(*Interruptions*)

SHRI SAIFUDDIN CHOUDHURY (Katwa): There has to be some discussion on this. Is the Government agreeable for it? There should be a discussion on the whole gamut of Indo-U.S. relations. That is very important for the House and for the country. Sir, we are also giving a notice. (*Interruptions*)

[*Translation*]

MR. CHAIRMAN: It would no be easier if you speak one by one.

SHRI RAM VILAS PASWAN: We want to have a discussion on this statement...

[*English*]

SHRI SAIFUDDIN CHOUDHURY: All that I am demanding now is that there has to be a discussion and the Government must agree that they are going to help a discussion to be raised in the

House on the statement made by the Minister, taking the whole gamut of the Indo-US relations.

MR. CHAIRMAN: I will put this view to the Speaker and ask him to discuss it with the leaders of different parties.

[*Translation*]

SHRI RAM VILAS PASWAN: That is what we wanted to say. It is an important issue and therefore, It should be discussed. It is for you to decide, when it is to be discussed.

[*English*]

SHRI NIRMAL KANTI CHATTERJEE: A clarification can be sought immediately about export of rice to Cuba.

SHRI BASU DEB ACHARIA: Why that paper was prepared by Pentagon of it is not so important as stated by the Minister? Why that paper was prepared by Pantagon? As he is saying, when the discussions are held, why that paper was prepared?

MR. CHAIRMAN: You cannot prevent the Pantagon from preparing any paper.

SHRI BASU DEB ACHARIA: We would like to know whether that question was asked. Let him clarify.

MR. CHAIRMAN : How can he clarify as to why the Pentagon prepared the paper? This is unreasonable. How can India's Foreign Minister clarify as to why the Pentagon prepared a paper?

SHRI BASU DEB ACHARIA: What was the necessity of the paper? When the discussions were held, was that question asked by the Foreign Secretary or not?

SHRI NIRMAL KANTI CHATTERJEE: He has given a reference to the questions which were raised Zero Hour. One of the questions was that under pressure we are refusing to send rice to Cuba. There was a statement by the Commerce Minister that we will send rice to Cuba and we will not yield to the pressure of USA. But the recent reports indicate that ultimately the Government has decided not to export rice to Cuba. But there is no reference in his statement to that. What we want to know therefore is whether or not the Government stands by its earlier pledge that the thousand tonnes of rice will be exported to Cuba.

[*Translation*]

DR. LAXMINARAYAN PANDEYA (Mandsaur): I want to draw the attention of the hon. Minister towards Joint Indo-US naval exercises about which a reference was made in the House earlier. Is it a fact that the Ministry of Defence had protested that it was not aware of the joint naval exercises? That is why it is an important issue. We want to have a full discussion on it. The hon. Minister is present here. He should accept it.

[*English*]

SHRI SOMNATH CHATTERJEE (Bolpur): Do we take it that it that until there is a full-fledged discussion, there will be no joint Naval exercise ?

SHRI ANNA JOSHI (Pune): We would like to know whether the Defence Ministry has taken any objection.

MR. CHAIRMAN: Mr. Joshi, this is not a question-answer session. Your question has been noted. The Minister is taking note of everydaything. I will tell the Speaker that Saufiddinji, Paswanj and Somnathji are keen to have a discussion on this subject. He will discuss it with the leaders of parties and if they can adjust it, I am sure they will try to have a discussion.

SHRI RUPCHAND PAL (Hooghly): On several occasions the hon. Minister of Commerce has given an assurance that without discussions in this House regarding Dunkel proposals, no progress will be made. But Mr. J. N. Dixit has declared that the discussions will take place within the framework of Dunkel proposals. Who has authorised Mr. J. N. Dixit, the India's Foreign Secretary to say like that? we are being told one thing on the floor of the House whereas another thing is being done.

SHRIMATI MALINI BHATTACHARYA: Sir, the intellectual property rights is one of the most hotly debated issues in the GATT negotiations. As a matter of fact, in 1989 the Indian Government had under protest only agreed to include the issue of intellectual property rights within the GATT negotiations.

Now, we are being told that a narrowing of differences is being considered. So, we want to know as to at whose cost this narrowing of difference in taking place. When the Commerce Minister has agreed that without a full scale discussion on this issue, no decision will be taken, who authorised the Foreign Secretary to make statements about intellectual property rights and narrowing down of difference on that issue?

[*Translation*]

PROF. PREM DHUMAL: Mr. Chairman, Sir, I would like to say only one thing. There is no practice in this House to raise questions on the statement of the hon. Minister. You have accepted the right suggestion to consult Mr. Speaker regarding holding a discussion. It is my suggestion and the House would also agree with me that the Government should give an assurance that they are ready for a discussion on it. Mr. Speaker should allot time for the discussion. But the Government should give an assurance today itself to have a full fledged discussion on it. (*Interruptions*)

[*English*]

SHRI SUDARSAN RAYCHAUDHURI (Serampore): Sir, the hon. Minister has stated that the Government of India continues to think that the Indian Ocean would be considered as a zone of peace. But, it is reported that the Foreign Secretary, Mr. Dixit has told in Washington that the very concept of Indian Ocean being a zone of peace is a nebulous concept. (*Interruptions*)

SHRIMATI GEETA MUKHERJEE: Sir, Shri Bhogendra Jha is waiting for a long time. You are allowing speakers from the same party to speak. Why do you not ask Shri Jha to speak? (*Interruptions*)

SHRI SUDARSAN RAYCHAUDHURI: That is why, I think it is good that there shall a joint naval exercise of Indian and US Navy. (*Interruptions*)

[*Translation*]

SHRI BHOGENDRA JHA (Madhubani): Mr. Chairman, Sir, the matter is very serious. It is not so light as the hon. Minister has considered it. Neither the House nor the country will tolerate it. India, is committed to the belief that Indian Ocean be treated as a zone of peace. Even the U. N. O. has passed a resolution that Indian Ocean is a zone of peace. But U. S. A. does not want this. Today, there would be naval exercise in that zone of peace. With whom? It is being done with the U. S. A. who does not want Indian Ocean to remain a zone of peace. Is not India violating the norms and going against the Resolution adopted by the U. N. O.? Till now our policy had been quite different. We cannot control America. That country can do anything. We are becoming a party to it. This is an unusual thing. Sir, the Dunkel proposal is a multi-dimensional one.

MR. CHAIRMAN: Mr. Jha, you have started your speech. If you want to make any clarifications, the hon. Minister will note them down.

SHRI BHOGENDRA JHA: I am talking

about clarification. A Cabinet - level discussion will not suffice. Mr. Dixit has already given an assurance to the U. S. that the Dunkel proposal will be implemented. A discussion on this subject must be held in the House and the Government should clarify the matter...

(*Interruptions*)

[*English*]

MR. CHAIRMAN: Mr. Minister, do you want to say something?

(*Interruptions*)

SHRI EDUARDO FALEIRO: I am always one on this. If you want me to, I will. (*Interruptions*)

MR. CHAIRMAN: He is not bound to. If the Minister would like to say something, he is welcome. But, he is bound to give any answer.

(*Interruptions*)

SHRI EDUARDO FALEIRO: If you want, I will.

(*Interruptions*)

MR. CHAIRMAN: Mr. Minister, in case you are prepared for any point that has been raised for clarification by the hon. Members on this side and you would like to say something, you are most welcome.

But you are bound to make any comments on that.

SHRI EDUARDO FALEIRO: Very well, Sir. In that case, I will only say this much.

(*Interruptions*)

SHRI SHARAD DIGHE (Bombay, North Central): Any discussion on the Minister's statement would be a wrong precedent. You have allowed Members to speak. (*Interruptions*)

MR. CHAIRMAN: I have given you an opportunity.

(*Interruptions*)

MR. CHAIRMAN: Kindly sit down. There is no discussion being allowed.

SHRI SHARAD DIGHE: Our rule does not allow any discussion.

(*Interruptions*)

MR. CHAIRMAN: There is no discussion.

(*Interruptions*)

[*Translation*]

MR. CHAIRMAN: Shri Basudeb Acharia, please take your seat. I have given you two opportunities to speak.

SHRI BHOGENDRA JHA: Please as the hon. Minister to continue whatever he was saying.

[*English*]

MR. CHAIRMAN: No discussion is being allowed. ...(*Interruptions*)...

[*Translation*]

MR. CHAIRMAN: Shri Basudeb Acharia, why are you getting up again and again?

[*English*]

In my discretion, I had given an opportunity to some of the hon. Members to voice their doubts on the statement. Now there is no discussion allowed as such. And the hon. Minister is not bound to give any reply.

(*Interruptions*)

MR. CHAIRMAN: Kindly do not interrupt. Mr. Khurana, You are a senior Member. It does not behove you to interrupt the Chairman in this manner.

I have already pointed out to you that I will bring this to the notice of the Hon. Speaker. He would discuss it with the leaders of the various parties whether a discussion is possible within the time-frame or not.

[*Translation*]

SHRI DAU DAYAL JOSHI (Kota): Sir, the rules do not permit but because of your kindness...(*Interruptions*)...

MR. CHAIRMAN: Mr. Joshi, please take your seat. I have given ample opportunity to your party members to speak. Please take your seat.

[*English*]

THE MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS AND MINISTER OF STATE IN THE MINISTRY OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI RANGARAJAN KUMARAMANGALAM): With regard to the discussion, we would definitely discuss it in the BAC. There is no problem. (*Interruptions*)

[*Translation*]

SHRI BHOGENDRA JHA: The hon. Minister was making a clarification.

MR. CHAIRMAN: Nobody can forces him to make a clarification.

...(*Interruptions*)...

SHRI BHOGENDRA JHA: No you shall not force him... *interruptions*)... but when the hon. Minister stood up to make his speech, why was he asked to stop.

MR. CHAIRMAN: He stood up, then he sat down. Now Shrimati Susheela Gopalan is standing so don't prevent her from speaking.

16.29 hrs.

RAILWAY BUDGET 1992–93 – GENERAL DISCUSSION – *CONTD.*

RESOLUTION RE: RECOMMENDATIONS OF THE RAILWAY CONVENTION COMMITTEE – *CONTD.*

DEMANDS FOR GRANTS (RAILWAYS) – 1992–93 *CONTD.*

AND

SUPPLEMENTARY DEMANDS FOR GRANTS (RAILWAYS) – 1991–92 *CONTD.*

SHRIMATI SUSEELA GOPALAN (Chirayinkil): Mr. Chairman, Sir, the present railway budget gave a clear picture of the policies pursued by the Government of India under pressures from IMF and World Bank. The growing trend of curtailing the role of the public sector for the last few years is being strengthened in a big way in this railway budget. Gradually, Government is reducing the plan amount. This year though you have increased it from Rs. 5,325 crore to Rs. 5,700 crore, in actual effect, considering the price increase, the devaluation of the rupee and all that, it is a reduction. The British Government, whatever be their ulterior motive, helped the development of agriculture and industry in the country by putting a network of railways throughout the country. Uneven development of the country can be prevented only by developing a network of transport, especially the Railways, in all parts of the country. Ths also is given a go–by in this Budget by reducing the real allocation of funds for the Railways.

What is the amount granted for new projects? How many new projects have you got? There are only 16. And, for the on–going lines, you have given a very meagre amount of Rs. 18C crores. But, wherever lines are already existing, you have given more amount for conversion of those lines. Also, a substantial amount is given as an interest for the previous allocations, which is actually unnecessary. After so many years, even for the amount spent by the Britishers, interest is given to the Government. When actual development work is being prevented, why they be given all this amount? Much more amount should have been given for the development of Railways. But in fact, even with the allocated amount, uneven distribution is taking place. Kindly see the reply to a question given in Rajya Sabha. You will find that the per lakh kilometreage varies so much from one State to the other. While Andhra Pradesh has 7.57 per cent, Arunachal Pradesh got just 0.15 per cent. This kind of discrepancy can be noticed in all the backward regions of the country. This shows that proper care is not taken with regard to backward areas. For example, what about Tripura? Tripura is an isolated place. The people in Tripura are put to a lot of difficulty. If they have to go out of their State, they have to go only by plane. When the hon. Minister could give Rs. 528 crore for conversion of the existing lines, could he not grant at least Rs. 5 crore to Tripura for starting a new line in Tripura? I feel that backward areas and tribal belts are not at all considered and you are not at all caring for them. This uneven development is taking place only because you are not taking care of certain areas.

Now, even within the Railways, what is happening? Actually, you want to get rid of public sector and privatisation is going on. Now it started with catering. Railway stations are partially given to the private people. Thousands of people will be thrown out of their jobs. In the beginning, catering was taken over by the Government because there was no proper service. That is why the Government interfered. But now, you are reverting it back. It is going to create more difficulties to the poor people because the prices of the food stuff that is served will go up. In the beginning, food provided by the private people may be good. But their motive is profit and gradually, the quality will go from bad to worse and price will increase. That is always the experience in any sector. And you are encouraging. We are beginning in a very big way the privatisation in Railways. It has already started. You are going to retrench forty per cent of the workers or else you are going to reduce forty per cent of the workers. Actually, about 60,000 workers are going out of the service every year. You are not taking anybody in their place. Now, step by step you are going to throw out forty per cent of the workers. What is the future of the country? What will happen to our youths who are very much distressed due to unemployment? Some years back, 19 lakh workers were working in the Railways and now it is reduced to 1 lakhs. Still, you are trying to reduce it to 9 lakhs. Same is the case with the P&T. So, reduction of employees is taking place. You are throwing out the employees. That is the biggest problem. You are helping in creating further unemployment in the country by not giving jobs to the people in the country.

Now, I will come to Kerala. Kerala is on par with Mizoram, Tripura and all such areas. Per one lakh people, we have got railway line of 3.39 kms. That is the state of railway line in Kerala, so far. It is not a hilly region. It is a plain. Why should there not be more railway lines? Actually, the Congress (I) Governments, all these years, have been giving step–motherly treatments towards Kerala. I can cite many examples. Take the example of Ernakulam– Alleppey– Kayamkulam Railway line. When the Janata Dal Government came to power, they made an allocation of Rs. 15.92 crores for this particular project. For all these ten years, you have given only Rs. 35 crores, that is Rs. 3 1/2 crores every year. If the Janata Dal Government did not come to power, the Ernakulam–Alleppey– Kayamkulam Railway line would have taken other 5 or years more to complete. Last year, an allocation of Rs. 1.16 crores was set apart. When we asked them first, they said that it will not require more money. We said, the work is being slowed done and so again, we asked them for more money and at last they had to agree that Rs. 15 crores more are required for its completion. Now, you have spent Rs. 11 crores? From where? You have taken the amount from the amount that was set apart from the doubling of Quilon–Trivandrum line. So, from Kerala itself, you have taken this money which comes to Rs. 6 crores and spent it for Alleppey. This is a cruel joke. What else, do you want to do? The Congress Government is doing such things, one after the other. Actually, the Coastal Railway was sanctioned by the Janata Government during 1979. Now, the Kerala Government has joined the Corporation and given the allotted Kerala's amount of Rs. 6 crores for Konkan Railway, to them. For what purpose?

You have given a reply to Mr. Ramanna Rai in reply to Question that there would not be any railway line in the region of Kerala. So, there is no question of building a portion of Konkan railway there. That was the reply that you have given. But the understanding was that the amount of Rs. 9 crores that was given to that Corporation the understanding was doubling of the Shoranur–Mangalore line will be taken up. That is not actually the case. You said that there is no place in Kerala where any railway line is to be constructed connected with Konkan Railway. You said that territory falls outside Kerala. Then, why are we giving that amount to the Corporation? Actually, doubling will not being done in the Shoranur–Mangalore line.

THE MINISTER OF RAILWAYS (SHRI C. K. JAFFER SHARIEF): Under the Konkan Railway, the maximum benefit goes to Kerala; and we have paid Rs. 50 crores.

SHRIMATI SUSEELA GOPALAN: Without doubling the Shoranur–Mangalore railway line, it will not be beneficial to us; it will benefit the bus owners. From Quilon to Trivandrum also, if the time is not doubled, we are not going to benefit. It is very much saturated; and there is no point in having this Konkan Railway or anything of that sort. We are not getting any new railway lines from that. Doubling of lines is the main thing. Until and unless it is done, there is no benefit for Kerala. This is a very big problem.

Malabar area is actually neglected. Most of the railway stations and other things were built by the Britishers; they are not rebuilt. How much have you allocated for the bridges? You have allocated for Ferisha a Bridge Rs. 1.25 crores. Still much more money is required, When will that bridge be built up? The other bridges is in danger; for that, you are doing something else. Also no amount is set apart for Varkala over bridge. For this bridge, for the last so many years, we have been demanding they should be properly repaired. But they say, Sir, that the State Government did not sent a priority list; but they have already sent it, but no steps have been taken to construct that overbridge.

For Guruvayur line Rs. 1 crore more is required; they have set apart only Rs. 1 crore. How will you do it? For Alleppey railway line, Rs. 4.4 crores more are required. Actually, it is clear that a step–motherly attitude which the Congress Government has taken towadrs Kerala. When the National Front Government came to power. Rs. 37.50 crores had been allotted for Kerala for the year 89–90 which was never happened in the life time of the Congress Government never we got an allocation of such an huge amount.

SHRI C.K. JAFFER SHARIEF: I am sorry, it is unharitable to say that. After all the total period put together of the Opposition Governments is three–four years. But the total network that has been developed in Kerala goes to the credit of the Congress Government.

SHRIMATI SUSEELA GOPALAN: Very little. During the Congres rule, how many new railway lines were given? Only from Ernakulam to Quilon railway line was built. The other railway lines were there previously. Some of certain railway lines doubling? How can it be 3. km per lakh people? You have done injustice to Kerala. You are neglecting not only development of Kerala, industrialisation of Kerala, but also development of backward areas. That is my point. Even in Bengal, it was 5. 6 km per lakh people. Only in the centre of the cities, there will be some railway lines. What is the total mileage you have provided if you taken into consideration of the whole thing? What about

Himachal Pradesh? What about Meghalaya? All these areas have to be developed. For the development of backward areas, there should be sufficient amount. Instead of allotting Rs. 528 crores for conversion, you could have allotted more of or new lines. You have allotted only Rs. 180 crores for new railway lines; this is not enough. For new projects, you have taken up. How can there be any development?

Actually, you want to decrease the role of the public sector. One by one you will give it to them private sector; this is the understanding; and this is very much reflected in this Budget. So, actaully, it is IMF sponsored Budget. In reality that is the thing. Yes, the Railway Budget also you are not only decreasing the amount but reducing the workers' role and retrenching the workers. What else is it? It is actaully a reflection of your policy.

MR. CHAIRMAN: You may kindly address the House through the Chair. Do not start a shouting match between yourselves.

SHRIMATI SUSEELA GOPALAN: And what about the workers? The RPF Association has to be given recognition. Minister is standing up and replying; unfortunately I have to reply to him.

Now what is your attitude towards the workers?

MR. CHAIRMAN: If you want to discuss some personal points with the Railway Minister you are most welcome to go to his Chamber and discuss. But here you address the House through the Chair.

SHRIMATI SUSEELA GOPALAN: I am addressing the Minister through you only.

SHRI NIRMAL KANTI CHATTERJEE (Dumdum): The Chambers are very delicate. You do not know if the World Bank or IMF representatives are present in the Chamber. It is much safer to discuss here.

SHRIMATI SUSHEELA GOPALAN: Now the Railway Minister should consider giving at least a few new railway lines for Kerala. The Trivandrum– Nedumangadu– Chengannue line is pending with the Government. Also, Faroha–Nelambur line is also there. All these are before the Government. They have been pending. No justice is being done.

I mentioned the attitude towards the workers. The RPF association has to be recognised. Actually why is the Government not giving them recognition? Also, the workers are being retrenched. In this House Minister had given a word that they will be taken back but they have gone back on their word now.

And how are Lakhs of casual and temporary workers treated? Even after 30 or 40 years of service they are not regularised and their dependants will not be given a job if they die. So, this is an inhuman attitude towards the workers. The Government should change its attitude. For the welfare of the workers this is one of the most important needs in a progressive society. Something must before. This is neglected by the railways. So, this attitude should change. Number of officers are have increased but not more workers.

MR. CHAIRMAN: Even Shri Murli Deora is supporting you on the question of working classes.

SHRIMATI SUSEELA GOPALAN: Yes, everybody is supporting. About the retrenched workers, all the parties — the entire House — are supporting their cause. But this Government is not caring for Parliament. They are doing so many things outside the Parliament. But they are not concerned about the opinion of the Members of Parliament. Though unanimously it is said, they will never agree. This is the attitude of the Government and only when it changes there can be progress. The workers will cooperate and they are already doing good service. Here and there some flops will be there. But the Government should sit and discuss with them. Then we can develop very well the

[Smt. Suseela Gopalan]

functioning of the Railways. The cooperation is actaully there.

But now you are trying to privatise the railways. The unity and integrity of the whole country is going to be spoiled.

MR. CHAIRMAN: Please wind up.

SHRIMATI SUSEELA GOPALAN: This is what I say. At this rate if you go, the divisive forces in the country will grow. If the step motherly attitude towards certain States is not given up then the divisive forces will develop in the country.

There are seventeen Members from Kerala to support this Government. That is the only sin Kerala committed. That is why you are neglecting Kerala. I am telling you. Even though 17 Members from Kerala are supporting the Government, still they are neglecting the State. That is the whole mistake they are committing.

SHRI KODIKKUNIL SURESH (Adoor): We are neglecting Kerala.

SHRIMATI SUSEELA GUPALAN: They have forgetten these things. Why are you not fighting? If you fight they wil have to consider our case.

The Railway Minister is very good. When we write letters he will immediately reply saying that he is taking some steps. He will not reply to our letters when they contain inconvenient questions, such as about allocation and other things. Last year, myself and Shri Anjalose wrote a letter to the Minister, wherein we asked him how will the Alleppey line be completed by 1992 when he had allocated only Rs. 1.16 crore for that. He did not reply to that letter. For other things, he will reply very promptly. Show fair deal to us. This is my request. Otherwise, I am afraid, we will have to start very big movements against the discrimination shown to us.

[Translation]

SHRI KRISHAN DUTT SULTANPURI (Shimla): Sir, the current Railway Budget is a very good one. The opposition had spread a rumour that this Budget has been prepared with the help of the World Bank. I register my strong protest. There have been Railway Ministers in our country who have led agitations and have participated in destroying railway property. The National Front Government was in power last year at the time of the Mandal agitation. Even during the British rule, the railway line between Kalka had Sonepat was not damaged as much as it was duirng the Mandal agitation. Last year, a lot of railway property was damaged and the then Government was a mute spectator to all the happenings. I would like to submit something as regards this Government.

First of all, I would like to talk about Himachal Pradesh. When hon. Shri Kamlapati Tripathi was Railway Minister, he had said in this House that a survey had been conducted in Himachal Pradesh and a railway line was proposed to be constructed between Jegadhri and Poanta Sahib and Kalka and Parwanoo but nothing has been done in that direction till now. Parwanoo is an industrial centre but that area has been neglected. The local population has increased. Previously there were no roads in Himachal Pradesh. Although the facility of roads is now available, farmers find it difficult to carry their produce to the market. Earlier, the British had built a road from Sirhind to Nalagarh along with a railway track, but the Government has not considered this point. Since Nalagarh is an industrial area, I request that this rail track be used. At present, the last rail head is Una. The people of that area have not been given compensation and the construction of the railway line is lying incomplete.

Another point, I would like to mention is that unauthorised persons have encroached upon railway land at many places as a result of which the land is not being used. I suggest that the railway land not being used thus be given to the poor people living in the area. I am saying this because such land has also been given on lease. I request the hon. Railway Minister to settle this issue. The encroachers should be punished and the land should be given to the needy. I think this would be a step in the right direction. I would like to point out that lot of injustice is being committed against the pine trees along the railway tracks. Deep cuts in the trees are made from where resin is extracted and as a result the trees get weak and fall down. Ths not only damages the railway track but also leads to the problem of soil erosion. I would therefore, urge that this should be stopped.

Besides, the train between Shimla and Amritsar via Kalka has been suspended. This train has been running since the time of Britishers. I hope that when the hon. Minister replies to the debate on railway Budget he would make an announcement for the restoration of this train service. By doing so he would be safeguarding the interests of the people of Himachal Pradesh. The poeple of my State have to travel to distant places and they often visit Amritsar which is a place of pilgrimage for them as the Golden Temple Gurudwara is located there. They also go to Durgiana Sahib, Beas and other places of worship. Now they have to face lot of inconveniences and hardships as the train has been suspended. I would, therefore, emphasize to restore Amritsar Mail at the earliest.

Besides, I would like to draw the attention of the Government to the fact that the reservation quota for the people of Himachal Pradesh in the trains originating from Jammu (Tawi) is too small. This quota should be increased so that the people do not have to face difficulties in travelling. Himachal Pradesh is a hill State where people live in remote areas. The fruit growers in these areas face lot of difficulties in taking gather produce to the markret in trucks. I, therefore, request that some special arrangement must be made to facilitate the fruit growers in remote areas to take their produce to the market. Our State occupies the top position in fruit production and we produce many types of fruits. If the fruits do not reach the market in time the fruit growers have to suffer huge loss. This is what has been happening there for the past many months because of disturbances in Punjab. The prodce is not reaching the markets in Punjab, like Jullundur, Amritsar, Phagwara and other cities. I would request the Railways to make arrangements so that the fruit growers have direct access to Delhi which crates to the international market. This would benefit them a lot.

For the last many days it has been pointed out time and again during the discussion that the Railway Budget which has been presented in the House has been drafted as such under pressure from the World Bank. From morning till evening Members have been harping on this point and a lot of hue and cry is being made. Consequently, the back benchers have been facing lot of difficulty in getting a chance to speak. The influential Members who occupy the front rows, think as if they are lords of this House and they have full right to speak on every topic all the time. They do not even bother that other Members might be having more important problems to speak on. Is this House a forum of a few? Will they not allow the voice of the masses to be raised here? Do we have no right to speak?

I whole heartedly support the Railway Budget presented by Shri Jaffer Sharief and his deputy Shri Mallikarjun. Such a Railway Budget has never been presented by any of their Ministers so far. I would like to ask those Members who are raising hue and cry about the World Bank and are saying that we have compromised the sovereignty of the country by following the dictates of the World Bank, whether such utterances would enhance the prestige of the country and raise its esteem? Would such things help in taking the country on the path of advancement and progress. Today, somebody came to meet me in the morning and told me that there is a rumour in Bengal that the age of superannuation is going to be reduced to 55 years. I would like the hon. Minister to clarify. If a person in another State will not retire before completing 58 years, why it would be 55 years in the case of Bengal? Why is this rumour making

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rounds there. This is being spread by the CPM and therefore, action must be taken on it. The workers in Bengal are apprehensive that the Railway Minister has decided to reduce the age of superannuation to 55 years. I can say it with challenge that injustice being done against the Congress men in Bengal has never been witnessed before. When I speak in the House, you are jealous.You do not want to listen to others. You should speak here about the poor masses. If this not privatisation? You say that Government follows the policy of privatisation. Could you tell me where is the notification of Privatisation to this effect? If something good is being done, why are you opposing it? Why are uttering such things which would weaken the country? I think the amount of damage which has been done by wrongly implementing the recommendations of the Mandal Commission has brought the country on the verge of disaster. Such a damage has never been done since Independence. How can the people of this country forget and forgive you? You have done immense damage to this country by implementing the Mandal Commission. Hundreds of children and young boys and girls were forced to immolate themselves in protest against this act and it was hon. Narasimha Rao and the 85 crore people of this country who saved this nation from began torn apart. We should never forget that it is the people of this country who are our masters, we are only their servants..

Mr. Chairman, Sir, this august House is a place of worship for the nation. We should not indulge in misinformation, giving wrong statements here. There is nobody today to raise a voice for the backward areas here. Those on the other side simply shed crocodile tears. Mr. Chairman, Sir, through you, I would like to submit that Himachal Pradesh, Haryana and other hill areas of the country have been always ignored and neglected. Many coach factories and Railway workshops have been set up across the country and lot of people have got employment but unfortunately some vested interests mislead the workers and force them to go on strike and resort to agitation. As a result the work stops and the poor workers who somehow manage to get work indulge in sabotage and riots. Those sitting on the other side do not want the country to become strong. That is why we suspect their nationalism. They don't have their own leader. Where's their leader? They have simply accepted a person who crossed from this side as their leader. He participates in the discussion here for some moments and then goes to the Supreme Court and again comes back the next day. That is his daily routine and programme. He speaks a lot about the workers and the poor masses but he does not have a concrete programme for them. His children study in public shools and he is himself very rich, but infortunately the party is alluring the poor and misleading them by giving them false promises.

Mr. Chairmen, Sir, the railway connections between various factories throughout the country and the markets where the finished product is sent should be streamlined. On the one hand I am demanding that there should be improvement in railway services on the other hand, I demand that there should be some restriction on issuing National Permit to truck owners. Trucks ply across the length and breadth of the country, whether it is Bangalore. Gujarat or Calcutta and carry goods everywhere. This not only cuts into the revenue of Railways but the number of truck accidents is also on the increase. I, therefore, demand that the number of National Permits be reduced. Mr. Chairman, Sir, the number of railway employees is very less and their number should therefore, be increased. I would like that the ban on recruitment must be removed.

Mr. Chairman, Sir, if Himachal Pradesh is ignored by the Railways, there would be delay in construction of dams there which are of national importance. Therefore, I, demand that all the remote areas in Himachal Pradesh should be either linked with roads or railways. I demand that a survey be conducted by the State Government for the construction of a railway line along the road from Nangal to Rampur Bushahr via Bilaspur. This would not only help in making the country strong but also play a vital role in progress and development of hill and backward areas. This railway line would help in the movement of heavy machinery through railways to Nathpa–Jakhri hydel power project which is likely to generate 1500 MWs of electricity.

MR. CHAIRMAN: Shri Sultanpuri, now please conclude.

SHRI KRISHAN DUTT SULTANPURI: Mr. Chairman, Sir, I am concluding. I was submitting that the Members on that side disturb us. They do not allow us to speak. They do not even allow the Ministers to speak. Do they have a licence for that? Shri Vajpayee had rightly stated that those who talk of selling the country are not patriots. You criticize the Budget because you have neither any principle nor ideology of your own. Your party is a combination of several parties. It is like a train which has many drivers.

Railway Budget is worth appreciation and I support it. I would urge the Members of the House not to criticize it.

SHRI DAU DAYAL JOSHI (Kota): Mr. Chairman, Sir, had the Budget been presented by a new Minister, then its criticism by the Members would not have been a matter of surprise to the people. But unfortunately, it has been presented by Shri Jaffer Sharief, who himself is a very noble man. The Hon. President in his Address had aspired for a Budget that would check price rise in the country, but this Budget will increase the prices against the wishes of the Hon. President. It appears that the Railway Ministry considers the Railways as a milch cow and thus goes on exploiting it. Only a few months back heavy taxes were imposed, railway fares and freight charges were increased. Within a period of nine months fares have once again been revised. This Railway Budget will increase fares by 20 per cent and freight charges by 7 percent. It is a matter of serious concern.

The Railway Minister claims that price rise would not affect a common consumer at all. My submission is that freight charges on coal have been increased by about four and a half percent. Is not Coal an item of common use? Increase in the freight charges of coal would certainly affect electricity rates and electricity has become a basic necessity of life today. Just as the rates of coal have been increased, similarly the electricity department would increase the electricity charges. The electricity department already extracts extra money in the form of surcharge. I would like to submit to the hon. Minister that while giving his reply he should make an announcement in regard to the withdrawal of surcharge on coal.

I have already pointed out that Railways is considered to be a rich source of earning but the Government is not spending much to improve the condition of Railways. There was a time when some new trains were introduced and there was a proposal to provide cushioned seats in II class coaches. But unfortunately, not to talk of cushioned seats, the coaches in local trains are jam–packed with passengers and these trains run at God's mercy. These trains are without windows and doors. When I was an MLA I used to often travel from Jaipur to Kota. But even today, the class coaches do not have proper doors. Either the doors are broken or they are losely attached. Why these things are not improved. You have also been elected from among the common masses. You are the sons of soil and are not super humans. You were not fed in an extra ordinary manner and were elected from a common section of people. I do not want to criticize the tax imposed on upper sections. But how long will it take for a common man to get facilities? The Ministry of Railways is aware of everything. The hon. Minister should see the condition of trains himself at least once. If he does not have time for it, he may ask the Minister of State to do it. Only then he would be able to realise the condition of local trains. Due to heavy traffic, many passengers travel on the roof of the trains. On the one hand the Government is doing electrification of trains while on the other hand no action is being

[Sh. Dau Dayal Joshi]

taken to improve the condition of local trains. The 20 per cent increase in the fare will not serve any purpose. Heavy purchases must have been made during this month by the Ministry. The Minister of State should be asked to supervise the things because purchases are made indiscriminately and it needs to be checked.

The Government should also check the thefts in Railways. The number of passengers who travel without tickets is on constant increase. I have been elected MP twice. I have never seen any ticket checker checking tickets at the Railway Stations. Only the day when Budget was presented. I saw a man checking the tickets at 4 P.M. The Government should look into it. The hon. Minister may go in disguise and see for himself. If he himself cannot do it he may send the Minister of State to look into it.

If a person who has to go to Bombay does not reserve his seat three and a half months earlier he cannot get a confirmed ticket at any cost. He has to pay Rs. 100–150 extra to get a reserved seat. When I was elected MP for the first time I got a telegram asking me to immediately rush to Kota. As the railway pass was not issued to me till then I had to get my ticket from the counter and to my utter dismay I found that right from coolies to officials all were involved in selling the railway tickets in black. One can get tickets for any place – Kota, Delhi, Bombay, Ahmedabad or any other place by shelling out more money. Inspite of the measures taken by the Government the same practice continues. At present the ticket for Bombay is Rs. 250/-. Inspite of all the arrangements there is rampant corruption in the sale of tickets. Why have the Travel Agents been appointed by the Railways? After all what for are they meant? Only the wealthy and not common masses are benefited by them.

When my candidature as an M.P. was finalised I, being an MLA, was in Bombay. I was asked to immediately rush to Delhi. I was in difficulty, how to reach Delhi. I had a friend who is very wealthy. I went to him and requested to kindly get my ticket confirmed. Shri R.R. Murarka, who was then the Member of Rajya Sabha called a Travel Agent and immediately got my ticket confirmed. My submission is that the Government should stop such mal practices.

17.16 hrs.

[MR. DEPUTY SPEAKER *in the Chair*]

Travel Agents are only middlemen and they fleece and exploit the people. I would submit to the hon. Minister to kindly pay attention to all these aspects.

So far as chain pulling is concerned the Government should introduce a new system. For how long will the trains be delayed due to the chain pulling? After all, you are worthy Minister and therefore I request you to make provision for this.

The Sabarmati Express goes to Gujarat via Madhya Pradesh. Many other trains also run on this route. Toofan Express was to be introduced to Kota and everything had been finalised. But unfortunately, the concerned persons did not represent properly and the Sabarmati Express and Toofan Express were sent to Ganganagar. My submission is that there are already many trains passing via Madhya Pradesh and Bhopal. The route of Sabarmati Express should be diverted via Kota instead of Guna so that the passengers of Kota could get a direct link for Ahmedabad. This will not involve any expenditure. I am only requesting to make some change in the route.

I would also like to submit that there have been proposals for introducing inter–State trains and proposals for linking one Capital to the other. Kota is also an industrial centre. I will be glad if a train is introduced on Kota–Delhi route under the inter–State trains project. If this is not possible, the train from Nimach to Kota may kindly be extended to Delhi. I would be thankful to you if a train is started from Kota to Bombay. Ten Members of Gujarat along with us had given a memorandum to you that Awadh Express should kindly be extended to Baroda in place of Ratlam so that we may avail the facility of a direct train.

My submission is that Guna–Ujjain train remains stationed for about 12 hours at Guna. It is one of those trains which are not utilised properly. Therefore Guna–Ujjain train may kindly be extended to Kota. There is an Express train which takes about 18 hours upto Bhopal even today. This train has been running since the days of GIP railway in the country.

In case you extend the Guna train upto Kota and the Damoh train upto Jabalpur we shall be getting a train linking Madhya Pradesh. Please accept our this request.

At the same time, I request that the survey work of Sheopur–Bhopal line has been completed. My colleague Vasundhara Raje has made this request personally to you that the survey work of introducing train services between Kota and Sheopur and Rajmandi and Bhopal is pending with you. I am aware of the fact that there is paucity of funds. I have been informed that if we continue to work on the railway lines in hand at present then the work on these railway lines will be completed in ten time years. As no new railway line has been laid till date in my district, I request the Government to introduce a train from Kota to Sheopur thereby linking Madhya Pradesh. Similarly, I request to introduce a train between the Capital and Bhopal and I shall be grateful if you issue orders to lay a railway line between the aforesaid places. I invite you to be present at the inaugral ceremony.

From 1st of July you are starting a new train service from Kota to Nizamuddhin and Kota to Indore. I invite you and if you accept my invitation it will be excellent. You have done a marvellous job by linking Madhya Pradesh as there was a strong demand in this regard. If you can possibly do it, it is fine and if you cannot, that is entirely your wish. For this I thank you very much.

With these words, I request you to reconsider and accept the Cut Motions that we have moved in the House. In case it is not possible to accept, at least take the pain to reconsider it. There existed a tradition in the Rajasthan Legislative Assembly. All the Members used to sit throughout the night, preparing the Cut Motions. The Minister used to reply to our all the Cut Motions in writing. I am not aware as to whether this practice exists in the other Legislative Assemblies or not. I request you to adopt this practice of sending written replies atleast once and in case it is done we will be very much grateful. At the same time Meetings are convened after every six months I want that some decisions must be taken in these meetings convened by you. Every time we learn the points by heart like a parrot but it does not yield any result. The same points are repeated over and over again. I want you to take a decision to monitor the things. In the meeting to be convened after three months between the members of Northern and Eastern Railway. I will be very much grateful, if we are allowed to sit with the officers and some concrete decisions are taken therein.

Finally, the divisional committees have not been constituted for the last three four years. The committees formed by you comprise of the various business representatives in the districts and experts. Those committees should be reconstituted soon so that work in railway could be speeded up. As the Railway Minister's name is *Sharif* (gentle) he should be true to his name.

With these words I conclude.

SHRI KALKA DAS (Karol Bagh): Mr. Deputy Speaker, Sir, the House is discussing the demands of the Railway Ministry and in the context I would like to say a few words. I am coming from Varanasi today. The Saryu–Jamuna was running late by three hours. Whip was issued here in the House, I was to cast my vote and the Saryu–Jamuna train was late by three hours. With this you can well imagine the responsibility with which the Railway Department is functioning.

[*English*]

SHRI AMAL DATTA (Diamond Harbour): Sir, I rise to speak on very few points on the railway budget. There is a lot which can be said against the Budget opposing it but I shall confine myself to a few points only.

This Budget has given a promise of taking up for conversion during the next five year plan, starting this year, 6,000 KM. This is something which is unique and most unexpected. It is unexpected because of what has gone on before regarding the comparative needs for new lines and conversion, on the one had, and the need for acquisition of other assets for expansion of traffic capacity like rolling-stock, track upgradation and all that kind of thing.

There was a status report for the first time broguht out in February, 1990 during the National Front Government. In that status report, a prediction was made—I think in consultation with the Planning Commission — regarding the requirement to expand the railways' capacity so far as freight traffic is concerned and it was held to be 372 to 400 billion net tonne kilometres at the end of the century.

Similarly, so far as passenger traffic is concerned, the status report said that by 2,000 AD, the requirement would go up to 310 to 330 billion passenger km including suburban passenger traffic of 105 to 210 billion passenger km.

Against this background, they have assessed the need to expand the rail capacity in a particular manner and this manner they have not themselves got into but they have got into that manner or they have arrived at that manner because of a Committee which has been appointed by the Planning Commission as to the best possible way to get this traffic both in terms of freight and passenger at the turn of the century according to the requirements estimated both by the railway and the Planning Commission. The requirement was stated as one of having additional capacity, creating additional capacity through various methods – construction new lines, both in new routes as well as in the existing routes, requirement of additional rolling-stock, electrification of selected routes, upgradation, of signalling, telecommunication, upgradation of track structure, provision of additional terminal facilities for passenger and freight traffic. All this has been mentioned. But conversion has not been mentioned as one of the strategies to be taken up for the purpose of achieving this additional capacity for the Railways at 2000 A.D.

Sir, in the Budget Speech of 1991-92, again, similar figures were given regarding the estimated traffic for 1990 and revised traffic; estimated traffic 1991 and these are also being attained according to the schedule which has been laid down by the Committee that has been one appointed by the Planning Commission. This Committee called Committee for Expansion of Railway Network (CERN) gave its report in 1988 very much during the time of the late Prime Minister Shri Rajiv Gandhi. So, I think our Congress friends will not be able to oppose that recommendation. It was said that it should be done by a combination of new lines, achievement of the capacity is to be done by a combination of new lines of which 2902 KMs are to be constructed and the guage conversion of 2306 KMs to be done upto 2000 A.D. You may see that the estimate made was according to the fresh requirement. Therefore, the additional rail capacity to be achieved requires 2306 KMs of guage conversion. Now, we hear, for the first time and most unpredictably that 6000 KMs gauge conversion is to take place. So, this is inconceivable. The only possible explanation of this is that this is being done for a political reason which has nothing to do with the Railways, with the country, with the nation, with the requirement of capacity to increase the traffic. If this is done and if not go for upgradation of the Metre-Gauge itself–which is what the Status Report invisaged—in that case no money will be available for the other purpsoes through which additional capacity was to have been achieved according to the Status Report, according to the Planning

Commission's own recommendation. Therefore, this political decision without reference to anything else whatsoever has been – I think if I may respectfully say so, through you, Sir, to the House – because of the Minister's personal requirement and not because of anything to do with the Railways, not because of anything to do with the country or the nation at all. I think the Minister has not said exactly where these gauge requirements are needed. Once that comes out, we shall definitely be able to see that this is all pertaining or relating to the State from where he comes or to his constituency or something like that. I say this. I am bold enough to say this because it is Shri Jaffer Sharief who, as Minister of State for Railways in early 1980s, was responsible for initiating a railway–line which is still today not completed and that railway–line has caused already enormous loss according to the Railways own admission. I am referring to the Marnikgarh–Raigad line. The Public Accounts Committee has also given a report on this. I had mentioned this during the last year's budget speech also.

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF): Last year, I replied to that.

SHRI AMAL DATTA: There is nothing specific. You invited me to come and see whether that area has prospered or not. I said that any area can be prospered. But that does not mean when you compare the comparative returns you cannot take up a line which will gives a higher return. (*Interruptions*)

SHRI C.K. JAFFER SHARIEF: What you said and what I said, both are on record.

(*Interruptions*)

SHRI AMAL DATTA: You find it out.

I now come to another topic. There is a need for increasing the suburban railway services for Calcutta. There is a background to it. The background is that, so far as Bombay is concerned, certain facts have become known because the railways have published them in a kind of Status Report for the Bombay Suburban Railway Traffic. From that it appears, without that the Bombay city will just collapse because they are carrying 76 per cent of the load of the Bombay suburban commuters coming to Bombay and going out of Bombay whereas the buses take only 17 per cent load. That Status Report on Bombay points out further that so far as Calcutta is concerned, Calcutta suburban passenger kilometre comes to less than quarter of Bombay. It is a very strage situation because Bombay has only two corridors. Only from two corridors passengers are coming to Bombay whereas Calcutta has six corridors – coming from all sides. And yet the EMU rates in Calcutta and Bombay are comparable. What is needed is, additional liens in the existing corridors, sometimes better telecommunication facilities, better signalling facilities and better traffic handling facilities. Nothing very much more. This will cost very little money. Possibly, if a survey is made, then it will be found that about Rs. 40 to Rs. 50 crores will be able to do enourmous benefit to the Calcutta Suburban commuters. But that is not being done. On the other hand, money is being spent. Lot of money is being spent even in Calcutta. More money is being spent in Bombay and less in Calcutta. But please do make a survey as you have done in Bombay and show that a need for Calcutta. Then we will be satisfied. Moreover, you make small improvements and remove the bottlenecks. These are the bottlenecks which are making the Calcutta city chock.

Railways lament that their social cost varies to the extent of Rs. 2000 crores. The bulk of the social cost of Rs. 2,200 crores that is, about Rs. 1700 crores is because of the coaching services of the passenger traffic. Then this suburban passengers are responsible for Rs. 200 crores. I can say that the loss in the coaching traffic will not be there provided the railways can handle the passengers properly. Railways can induce the passengers to buy the tickets which they often do not buy because the railways do not and cannot motivate and induce them to buy

[Sh. Amal Datta]

tickets. There is no checking whatsoever. We have brought it to the notice of the Railway Minister time and again that there is no checking staff at all in the suburban stations. But they have not done anything to remove this particular lapse.

The loss on the suburban paasenger traffic will have to be borne. I am not saying: to which extent? Loss will have to be borne because it reduces the congestion of the metropolitan cities. Otherwise, life there will be impossible, otherwise, environment there will be totally polluted, otherwise, ecology of the place will suffer. For this reason, suburban railway commuters services have been proposed to be transferred to the Ministry of Urban Development. The two Ministries together with any other Ministry which is concerned like the Environment and all that, should sit together and decide what to do with the suburban paasengers because year after year, they cannot possibly suffer any longer.

Sir, in this context, the fare has been increased tremendously. I have got a chart here which shows that there are two increases, one in July 1991 and the second one is the proposed increase, which will push the passenger fares up for a normal distance of say 20 Kms or so, by about 65 per cent. There was 65 per cent increase by two instalments – in July 1991 and what has been proposed in this Budget now. I do not know whether the Minister had made the calculations at all or he has seen it. The next time, it will become 79 or 80 per cent. These are phenomenal increases which are being sought to be imposed upon them. They will not take this burden silently. This is what I ask the Minister to understand. They have gone on the path of agitation; they are waiting to see what is done at the end of the Railway Budget: whether the Minister is interested to bring the fares down or not. The battle lines have already been drawn and agitation will be there; it will take a violent turn because it is a matter of life and earth for many passengers. Their lives and livelihood are sought to be dislocated by this kind of an interference, by this kind of an imposition on them by the Railway Minister, who does not happen to seem to understand how the people are suffering already because of the higher prices all round.

Sir, therefore, I request the Railway Minister to understand the situation of the people and in his reply to this Budget debate, to bring down the prices substantially, at least to half of this increase that is 66 per cent – when you take the two instalments increases, one in July 1991 and the present increase together – should come down to 33 per cent.

There are many other points which I would like to touch upon. But there is no time and you have not given me enough time. So, I will not do so. But I am sure, that he will understand that on some of the low rated freight traffic, the Railways are really giving bonanza to anti–social elements. I have my personal experience regarding what happens in the FCI godowns and how anti–socials take away the money which is given to FCI as concession. If FCI is given concessions by the Railways of nearly about Rs. 200 or Rs. 300 crores, much of that, if not the whole of it, is taken away by the surplus labour which is imposed upon the FCI by the anti–social labour leaders. In fact, in my own constituency, there has been a standing dispute going on with this kind of labour, not only taking away the FCI's money and where 100 or 200 workers will do, they will impose 500 people and take away the money by themselves. The workers are not there; there are only names and they take money themselves in the name of distributing to the workers.

This is not the way in which they have to benefit the public; they are benefitting the anti–socials only. Similarly, there are many examples.

Another point is that, they are lamenting for the last five years that we must get more high–rated traffic on the way because high–rated traffic has gone away to the road.

Who has pushed it away to the road? It is the railways themselves, by not catering to the need of the high-rated traffic which is marginal and which is only 5 per cent of the total road traffic. But if you go to the road transport, 95 per cent of the road transport traffic is high-rated traffic. If they are carrying 95 per cent, the Railways are carrying only 5 per cent. Why cannot the Railways bring back that traffic? They have introduced some new measures, some innovations like Speed link express, QTS and that kind of things. But where is the marketing? Where is the will to take back the traffic? It is the Railways, who have conspired to push the traffic out in conspiracy with the road transport lobby. Now, if they really want it, they have to demonstrate a political will; they have to demonstrate aggressive marketing policy and implementation. Only then, they can bring it back and not by way of sweet words and not by way of merely saying that we have done this innovation or that innovation, we have passed this act and all that kind of things. Let the Minister show that political will, and the Railways can be profitable. The Railway Minister and the Railway Board themselves are not allowing the Railways to become profitable.

That is all and I thank you very much.

SHRI NURUL ISLAM(Dhubri): Mr. Deputy Speaker, Sir, at last you have given me a chance; I thank you for that.

At the outset I extend my hearty congratulations to the hon. Minister of Railways for placing a good budget on the floor of this august House. It is good in the context of the present economic juncture of the country.

I have heard the debate on the Railway Budget very carefully. I have seen every hon. Member raised an issue that the backward regions are not given any coverage by the railway network. It seems that the Railway Department does not have a comprehensive survey of the country identifying with the backward regions, backward pockets, backward States and backward districts. So I urge upon the hon. Minister to have a comprehensive survey of the country identifying with the backward States, backward regions and backward districts and to come out with a comprehensive planning to give coverage to each and every backward region of the country.

It is admitted by everyone of this august House that the coverage of backward regions by railway network alone can reduce the regional economic imbalance of the country to a great extent. I think the Government should go for a planning to give coverage to each and every backward region of the country.

I also represent the most backward region of the country which is popularly known as eastern region consisting of Assam, Meghalaya, Nagaland, Arunachal Pradesh, Mizoram and Manipur. As you know Sir this eastern region is bringing because of lack of all-round economic development. Every time the Government is attributing this economic backwardness to acute chronic transport botleneck. I would like to request the hon. Minister to tell the House as to how many kilometres of new railway communication has been constructed in this region since last ten years especially in Assam Meghalaya, Nagaland, Arunachal Pradesh, Mizoram and Manipur. During the last ten years how many kilometres of metre-guage lines have been converted into broad-guage lines? I prefer to know it from the hon. MInisterbecause the hon. Minister has produced a good budget. He has already brought the Railway Department to health to a considerable extent within the shortest possible time. So I want to tell him that he should make a proper survey of the eastern region and find out as to what is the total length of railway line constructed during the last ten years and what is the total length of metre-guage line converted into broad-guage line in this region.

I also want to know from the hon. Minister as to how long it will take to give railway communication coverage to Mizoram, Nagaland, Arunachal Pradesh, Manipur and Tripura.

[Sh. Nurul Islam]

During the last 45 years we have learnt two words from the Railway Department – economic constraint and economic non–viability. Now the Government has started to teach us one new word – that is austerity measures. In the name of these austerity measures, three railway trains have been snatched away by the Railway Department. They are Dhubri–Guwahati direct railway train, kuzhari to simlihari railway train and Calcutta–Guwahati Kanchenjunga railway service. It is very sad that this region is already burning because of the transport bottleneck. The Government snatched away three importers Railway Services from the region adding fuel to the fire by I just request the Minister – before it is too late – restore these three railway lines within this year. Otherwise, it will become an issue and the States will again start burning. In the name of austerity measures, enough injustice has been done to this region. So, I will request the hon. Minister – before it is too late, before the States again start burning – to convert the Guwahati and Dibrugarh Metre Gauge line into Broad Gauge line within the next year. I would also like to request the hon. Minister to convert the Fakiragram to Dhubri M G. line into Broad Gauge line to give a direct railway communication from Dhubri to Calcutta. I would also request the hon. Minister to convert the Rangia–Rangapura Metre Gauge line into Broad Gauge line with the financial year.

I know that the hon. Minister will come out with plea of financial constraints or the resource constraints. That would not help. If these are not done to the North–Eastern region, I am afraid, it may break again, the unity and integrity of the country. It may also threaten the existence of the zone.

I would like to request the hon. Minister to look into the extension of new Broad Guage lines from New Cooch Bihar to Dhubri to give a direct railway communication to Dhubri region. This region is economically and commercially very much important; and this importance was realised by the Britishers and they provided a direct railway communication from Dhubri to Calcutta. This direct railway communication was snatched away by the creation of Bangladesh. Since then, the people of this region have been requesting and persuading the Government of India to provide this direct railway communication from Dhubri to Calcutta but in vain.

This region alone produces five lakh bales of jute every year, besides other agricultural commodities. Moreover, the neighbouring district Garohills of Meghalaya produces a few thousand tonnes of cotton. It also passes through the Dhubri town to Calcutta. For which the Britishers established direct railway communications from Dhubri to Calcutta and Dhuri to Gauhati Sir, this is my maiden speech, I may be allowed time to speak. I represent a backward region.

The produced jute also passes through Dhubri to Calcutta. As the Government, since the last 45 years, did not provide any jute mill or any cotton mill there, we found the market at Calcutta and these jute and cotton growers are being taxed very highly by the traders in the name of high transport cost. Not only that, whatever essential commodities we get from them, we pay a very high transport cost. So, the local people call it, "A national economic exploitation Plan of the Government of India". In fact, it is so.

Dhubri has another direct line from Guwahati. That was also snatchd away by the Government, in the name of economic constraint and in the name of austerity measures.

When I wrote to the hon. Minister – and brought these facts to the notice of the hon. Minister that this is the life–line of this region its economic survival – the hon. Minister assured me – both the Ministers assured me in writing – that this railway communication from Dhubri to Guwahati will be restored by 1.1.1992. But unfortunately, I have come across a news–item on the 3rd or the 4th of January 1992 that this railway Services has been permanently suspended as a measure of austerity. As a result of this, on 11.2.92, I was gheraoed by my people, demanding immediate restoration of this train–Dhubri–Guwahati and two of the railway officers were also gheraoed on 21.2.92, besides observing a full hartal in this district, demanding the restoration of the Dhubri Guwahati train services but in vain.

Now, the Government has introduced a new train from Guwahati to New Bongaigaon, only to show that another train from Dhubri to Guwahati is not justified. Let there be a shuttle train plying between Dhubri and New Bongaigaon. I have already stated to you that Government is neither providing the extension of broad–guage line from Fabiragran to Dhubri nor a direct fast train from Dhubri to Guwahati. In this way, this region has completely lean crashed economically and commercially. Hence I urge upto the Government to restore the Dhubri–Guwahati train service as first train with immediate effect before it is too late no shuttle train between Dhurbi New Bongaigaon shall be acceptable to the people.

I know that the railway department is the only department which can remove the regional and economic imbalnaces by giving the railway linkages to each and every backward region. I am sorry, the budgetary support given to the railway department is considered very inadequate. I request the Government to review the budgetary support to the railway department. It is the only department which alone can reduce the regional and economic imbalances of the country by giving railway linkages to each and every backward region to a great extent. The railway department has the greatest possible employment potential and also the revenue potential. So, I urge upon the Government to review its budgetary support and give the biggest budgetary support to the railways for the greater economic interests of the country.

The railway department has a vast landed property which is lying uncared for. And that is being swallowed by the land–hungry people of our poverty–striken society.

I would like to suggest that the Government should have a land cell within the department, manned by land and survey experts. The Government should also have a comprehensive land and development plan before the land is swallowed by the land–hungry people of the country.

The railway department is one of the biggest revenue–earning departments. It could have contributed ten times more revenue to the public excehquer if it could have plugged the revenue leakages there. I think the Minister will realise that the revenue leakages can be stopped by establishing a cell with economic intelligence and by strengthening the vigilance cell. The Government should have an independent monitoring cell in this department, because the Government is spending a huge sum every yer and much of it is being misspent. The railway department is the only department which has been maintaing lakhs of employees but the Govt does not have a comprehensive employment policy. Unless and until the railway department reflects the State pattern of poulation, I am afraid, there cannot be a uniform railway communication development in the country.

Then, I would like to request the Government to change its negative attitude towards the legitimate and reasonable demands of the backward regions of the country before it is too late. You know accumulated discontentment and frustration begets the sense of alienation and the sense of alienation begets the sense of agitation, terrorism and insurgency and sometimes affecting the unity, integrity and sovereignty of the country. So, my humble request to the Government is to see that the most reasonable and legitimate demands of the backward regions are met by the Government without any further delay. The entire country is facing acute economic crisis. So, I again repeat that the Government should change its attitude towards the backward regions and carry out a surey to identify the back-

[Sh. Nurul Islam]

ward regions which urgently need the railway linkages. It should come out with a comprehensive planning to give railway linkages to this backward region specially Meghalaya, Nagaland, Arunachal, Manipur, Mizoram and Tripura and inferior places of Assam. Sir, you are ringing the bell again and again. Lastly, I once again request the Government, the hon. Prime Minister and hon. Finance Minister and the Planning Commission to review the budgetary support to the Railway Department. I say this because with this Railway Department alone, we will be able to reduce the regional economic imbalances, give employment to thousands of unemployed youth and have speedy economic development in the country.

Although you are ringing the bell, I congratulate you for giving me 15 minutes' time and I also congratulate the hon. Railway Minister for bringing this good budget to improve the dwindling health of the Railway Department. I am confident that if he gets timely and adequate finances, he will ensure the good health of the Railway Department.

I once again thank you for giving me time to speak.

[*Translation*]

SHRI RAM VILAS PASWAN (Rosera): Mr. Deputy Speaker, Sir, it is almost 6.00 P.M. now and before other Speakers start expressing their views, I would like to remind you that it was decided in the meeting of the business advisery Committee that the debate on Railway Budget should conclude today. I would suggest the hon. Minister Parliamentary Affairs that if we are required to sit late, we are prepared for that. You may as I certain the opinion of the hon. Members in this regrd but I would request you that tomorrow the full day should be fixed for discussion on railway Budget. My suggestion is that 2 'O' clock should be fixed for reply by the Miniser and immediately after that voting should be started. Since all members have to go to their constituencies, therefore, they are not in favour of extend it further. Since many other points had to be discussed today and there was a shortage of time. Therefore, I urge you to fix the time of voting at 2 'O' clock after the reply by the Minister. Minister of Parlimentary Affairs is present in the House. He should make an announcement in this regard.

[*English*]

THE MINISTER OF PARLIAMENTARY AFFAIRS (SHRI GULAM NABI AZAD): We agree with the suggestion made by the hon. Member. We can continue upto 9.30 or even upto 10 'O' Clock so that all the speakers can finish their speeches today itself. We can arrange dinner as well. Tomorrow, immediately after the question hour, we can have the reply from the hon. Minister.

SHRI SRIKANTA JENA (Cuttack): Sir, since 19th March is a holiday, you may declare 20th March also as a holiday so that the Members get four days time to go to their constituencies.

SHRI GHULAM NABI AZAD: This matter has been discussed in the meeting of the Business Advisory Committee headed by the hon. Speaker. In his absence, it is not good to undo what has been done. We can take it up when the Speaker is in the chair.

[*Translation*]

*SHRI GOVIND CHANDRA MUNDA (Keonjhar): Hon'ble Deputy Speaker, Sir, I may kindly be allowed to speak in my mother tongue Oriya.

Sir, Parliament is the supreme democratic body. We are all elected to this house democratically. You are our Deputy Speaker. Now you are in the Chair. You have allowed me to speak. I am really grateful to you for having given me the opportunity to express my views on the Railway Budget.

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*Translation of the speech originally delivered in Oriya.

Our Railway Minister has presented the Railway Budget for the year 1992–93. He is a refine gentleman. He is also a very simple man. He comes from a minority community. I have come from a tribal community. We are very innocent people. The Hon'ble Railway Minister is an exprienced man. He is very open minded. So, I would like to make a demand in the House freely and frankly. My demand is very old. It is open to everybody I mean it is known to everybody. The Railway Minister knows it very well that I represent a backward area, a tribal area of Orissa i.e. Keonjhar district which is full of minerals. We have got very rich quality minerals. As you know Orissa is lagging far behind other states in the country in the matter of Railway development. We have got less railway routes compared to other states. Take the case of the total length of Railways in Orissa. Here, also, we are in the last position. Other States are far ahead of us.

16.00 hrs.

Sir, British Govt. wanted to connect Calcutta with Madras. So, they laid the foundation of the South Eastern Railways. They connected Calcutta and Madras by rail. The line has gone via Orissa. That is how Orissa is brought under the Railway map. Other–wise Orissa is very much neglected in Railways. Similarly Keonjhar is very much neglected in Orissa even in the matter of Railway. We have not been given justice in this Sector. Right from 1977 when I become the Member of this House, I have been demanding for the construction of Jakhpura–Banspani line. The first phase of the line from Jakhpura to Banspani has been completed and opened for traffic in 1979. Since then no step has been taken to construct the second and third phases of the line from Daitarj to Keonjhar garh and Keonjhargarh to Banspani. Why the Railway Ministry is adopting this attitude? Why the Govt. of India is not constructing this line? Is it not a fact that the line is more remunerative than several other lines which are being constructed now? Why the fund has not been allocated in the current year's Budget despite the fact that it is a sanctioned project.

Sir, Prof. Madhu Dandavate was the Railway Minister in 1977. At that time Rs. 174 crores was sanctioned for this project. Shri George Fernades also showed sympathy for this line when he was the Railway Minister in 1990. But the allocation for the line reduced to Rs. ·1 Crores when Shri Bhakta Charan Das was Minister of State for Railway. Why the then Prime Minister Shri Chandra Shekhar did not realise the need to take up the construction of the line. I am sorry the fund has not been sanctioned adequately for this line despite the fact that Shri B.C.Das, the then Minister of State for Railways was elected from Kalahandi district of Orissa. The present Railway Minister says that he wants to give priority for the development of the backward area. This is also a project in the backward area and the development of that backward area depends on the completion of that Railway line I am referred to. The Minister has also listed a number of narrow gauge and broad gauge lines which are not economical. He said that those narrow gauge and broad gauge lines incurred a loss to the tune of Rs. 144 crores. Why are those lines incurring losses? So far the mining areas are concerned you have not visited the mining areas in Orissa. The mining areas in Orissa are giving maximum revenues to the Railways. The mining areas in Orissa are the only revenue earning areas in South Eastern Railways. In the past the mining areas in the Orissa–Bihar Boarder were connected by Rail with a view to transport timber and wood which were required for the Railways. The Railway Minister must realise this. Now Tata–Badam Pahar and Rupsa–Bangiriposhi lines have been closed down or on the verge of closure. Ths is not commercial. You have not followed me. What that is not commercial, is that not business. What are they doing? Why it is so happenign? Why the

[Sh. Govind Chandra Munda]

lines after lines are becoming uneconomical? It is because the economically viability is not being made criterian while taking up a Project. Hence there is growing loss. You are always sayign that you have no fund. If you cannot do it then get out of the office. I charge you Mr. Mnister you could not determine and decide the urgency of the Project. If you are not able to do it you resign. You have not given us fund. What are they doing there? I am very much sorry? Have you seen it? I am very much sorry to speak like this. So far as the present line is concerned it is regrettable that fund has not been provided for this line in the current year's Budget. I humbly request the Minister through you, Mr Deputy Speaker, to please help us and complete this road. But our Minister is always saying that he has no fund. We have been making this demand for last thirty years. If the Jakhpura–Banspand line is compelted it will facilitate the transport of minerals to Paradeep Port. If Banaspari is connected with Paradeep, the port will be considered as the most remunerative port. Paradeep will be more profitable than Calcutta or Haldia Port. Thsu the Jakhpura–Banspani line will change the economic sceneries of the entire nation. Then, why the Railway Minister has not bealised this Point? How long you will neglect a particualr area? Now the iron andother minerals are transported to Paradeep Port in a circuitious route via Bihar and West Bengal. Minerals are being transported to Calcutta and Haldia Port. Why it is being done? Is it with an intention to declare Paradeep a sick Port. How long we will tolerate this? It is most unfortunate that the local S.C. & S.T. candidates are not being absorbed in the Railway Project set up in Orissa. Are they not fit for even the jobs of Peons? I am really very sorry that the line has not been taken up during last thirty years. My frined Shri Bhagey Gobardhan is now a Member of Congress Party. He is occupying a seat in the treasury bench. He knows me very well. He was an IAS Officer. In 1964, he joined as a Trainee in my district. At that time Shri Uday Nath Sahoo was the collector there. The proposal to construct Banspani–Jakhpura line was mooted at that period. Y|ou can ask Shri Gobardhan. If he has left the Hosue, let him left.

Mr. Deputy Speaker, Sir, I woudl like to submit to the Hon'ble Minister through you to take up the Jakhpura–Banspani line without any further delay and it should be completed before the Eighth Five year plan.

Does our Orissa not contribute anything. What are you doing there now? If you are not to do anything, please get out of this post. You are not fit for the post of the Railway Minister I charge you. I was a Member of the Legislative Assembly. From 1952, I was a Minister of Health and Home in Orissa – four years. My Chief Minister, Shri Biju Patnaik is there.

Where are the funds going ? Officials misuse the funds and make false excuse. Do you know that I have been elected M.P. for three times. I am an Adivasi man. Please excuse me, Mr. Deputy Speaker, for saying something in English and Hindi instead of Oriya. I know everything. I can speak both English and Hindi but my mother tongue is Oriya.

Therefore, Sir, I may kindly be excused for I switched over to Hindi and English though at the beginning of my speech I had taken permission from you to speak in my mother tongue Oriya. Lastly I would like to appeal to the Hon'ble Minister though you Mr. Deputy Speaker to take up the construction of Jakhpura–Banaspani line wihtout further loss of time. Orelse I shall go on a hunger strike. I want now to seat on the well of the House to highlght the need of constructing of line. If the Minister gives me firm assurance that the suggestion would be considered then I shall withdraw myself from the well.

18.00 hrs.

You must answer our questions now, otherwise we would protest by sitting here. I am an Adivasi, You should tell hon. Minister to say Yes or No to our demands.

18.11 brs.

At this stage, Shri Govinda Chandra Munda came and sat on the floor near the Table.

(Interruptions)

MR. DEPUTY-SPEAKER: Shri Srikanta Jena, take him back.

(*Interruptions*)

18.12 hrs.

At this stage, Shri Govinda Chandra Munda went back to his seat.

[*English*]

SHRI SRIKANTA JENA (Cuttack): Mr. Deputy-Speaker, Sir, my only request to the hon. Minister is that the demand made by Shri Govinda Chandra Munda for the railway lines from Jagpura to Banaspani and Doitori to Banaspani may be considered. The hon. Minister knows that the South-Eastern Railway is the only Railway which is earning profits in the entire railway system of our country. It is giving the maximum revenue to the country. This is not the demand of only Shri Govinda Chandra Munda. But all the Members of Parliament from Orissa will agree on this proposal about the Jagpura-Banaspani and Doitori-Banaspani railway line which is the most important railway line. It is not only for Keonjhar district but it is for the whole of Orissa, and it will benefit the country. This demand has to be fulfilled.

But unfortunately not a single paisa has been provided for this line. Instead of that, the Minister has given some money for Talchar-Sambalpur line. I will only request that the hon. Minister should respond to this request.

SHRI C. K. JAFFER SHARIEF: I am supposed to reply at the end. I can only say at this juncture that I fully respect his sentiments.

MR. DEPUTY-SPEAKER: Fine.

SHRI SHARAD DIGHE: (Bombay North Central): Mr. Deputy-Speaker, I rise to support this Railway Budget presented by the Railway Minister. I support the Budget except for one paragraph in the Budget.That paragraph is paragraph 31.9, sub-para (4), which refers to the increase in the monthly season tickets as far as the suburban railways are concerned.

Coming from North Central Bombay, I must ventilate the grievances of the commuters of Bombay as far as this unreasonable hike in the season tickets is concerned. But I would come to the subject later on at the end of my speech.

For the present I would congratulate the Railway Minister for giving a good Budget and showing a good performance as far as the year 1991-92 is concerned. The actuals of the earlier year 1990-91 are also finalised and they also show two million tonnes revenue earning freight more than what was projected. Similarly passenger traffic also has shown a five percent increase.

As far as the Revised Estimates for 1991-92 are concerned, as the Railway Minister himself has said, the performance is excellent and enviable. I share that view which the Railway Minister himself has expressed as ultimately it has ended in a surplus of Rs. 435 crores. And that is due to judicious management of the railway mat-

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ters, particularly the financial matters. The credit goes to the present Railway Minister.

Now coming to the current year for which the Budget has been presented, the main constraint as far as the Railway Minister is concerned, it appears to me, is the reduction in the Plan size. The Planning Commission had initially suggested the Plan size of Rs. 5.325 crores and the Railway Minister has been bold enough to raise it to Rs. 5,700 crores. This was particularly on the background of the diminishing budgetary support, which came down from Rs. 1,672 crores to only Rs. 1000 crores. Further, the borrowings have also come down from Rs. 15,000 crores to Rs. 1200 crores only. Therefore, on this background I must give credit to the Railway Minister for taking a bold initiative in fixing the Plan size at Rs. 5,700 crores.

Now having fixed this size, he has also decided the thrust areas. And the two thrust areas, which he has decided are gauge conversion and rolling stock. Gauge conversion has substantially gone up from Rs. 89 crores actuals of 1990-91 and revised estimates of Rs. 133 crores in 1991-92, to Rs. 554 crores as far as the current year is concerned.

Now some people has said: "why is this emphasis on gauge conversion at such a substantial increase?" I submit that this is the right direction. This will first give the smooth moving as far as Railways are concerned because the small patches of metregauge always hinder the rolling of the railway stock and it does not instil confidence among the industrialists, who want to open industries particularly in the backward areas of this country. This will give impetus as far as industrialisation is concerned. And it is in consonance with the present Industrial Policy and the liberalisation of the Economic Policy. Therefore, I would welcome this thrust on the gauge conversion. It is further likely to create more employment, particularly in the backward regions of this country. The proposed kilometre gauge conversion under the Eighth Five Year Plan is 6,000 route kilometres. And from that, as far as this year is concerned, the target which has been fixed is 3,500 route kilometer. And that is a welcome sign. This trust in the Budget is welcome. And this would go along way as far as industrialisation of this country is concerned.

Now, similarly another thrust given is on the rolling stock. The revised estimates of 1991-92 were Rs. 724 crores. They have been substantially increased to Rs. 1180 crores. That will also give a good impetus as far as the development of Railways and the industrialization of this country is concerned. Of course, this has resulted in the slashing of the other two priorities - new lines and doubling. For that, the allotment has been substantially slashed from Rs. 241 crores in 1990-91 to Rs. 186 crores as far as new lines are concerned, and from Rs. 269 crores to Rs. 131 crores as far as doubling is concerned. But that was logical and naturally when you give thrust on the gauge conversion, you cannot have simultaneously the thrust on new lines and on the doubling of the lines also. Therefore, I feel that in course of time when this gauge conversion would be completed substantially, further thrust in future would be given on the doubling and the new lines. So, this is in the right direction.

Sir, as you have rung the bell, I would straightaway come to the Bombay suburban railway. The Railway Minister had to mobilise Rs. 1,300 crores as far as current year is concerned. He has chosen to raise Rs. 671 crores by raising the passenger fares and Rs. 695 crores by raising the freight. He has taken the non-inflationary step by excluding the essentials and has not raised the freight more than 7.5 percent, and as far as coal is concerned, not more than four percent. But as far as passengers are concerned, I would submit that the suburban passengers ought to have been spared. Out of these Rs. 671 crores, Rs. 76 crores will be raised from upper class passengers and Rs. 569 crores from second class passengers. Rupees six crores will be realised through sleeper charges and Rs. 120 crores through monthly season tickets.

As far as Bombay city is concerned, the figures show that out of the total commuters of suburban railways in the while country, 76 percent account for from the Bombay city and only 24 percent from Madras and Calcutta combined together. Therefore, the whole burden will be on the Bombay commuters because the main thrust is on the Bombay commuters. They should have been shared for the reason that they per force travel by train everyday because they want to reach their place of work. The housing facilities are not there near their place of work and, therefore, they have to come not only from Kalyan and Dombivali but from Karjat or sometimes from Pune and Nasik also. They come not only from Virar but even from Bheyander and palghar. Therefore, those who come for work, the burden should not have been put on them. That reduces their pay packet because they are all salaried people, wage earners sometimes only industrial workers. So, such burden ought not have been put on them.

I submit that the fare increase should not be looked upon, as far as passengers are concerned, merely as a budgetary item. In order to increase some amount in the budget, do not look upon the passenger fares, the season ticket fares for increasing the budgetary amount. There should be increase on some scientific basis. Why do you increase them? Not only because you want money. They should be increased from the cost point of view. Therefore, our suggestion from the beginning has been - not only I have said several times in this House but I think my colleagues on the Opposition benches have also said frequently-that a separate zone for Bombay suburban railway should be established and ultimately the fare should be fixed on cost basis and not merely there should be arbitrary increase whenever the budgetary provisions require some money.

Now we have already got Dr. D. M. Nanjudappa Committee which is looking after the railway fares and freight.

The Railway Ministry should not have taken into their head to arbitrarily increase these rates before that Committee gave many report and put more burden on the Bombay commuters. I, therefore, strongly protest against this increase and urge upon the Railway Ministry to review this point and I hope that at the time of giving his reply to the debate the hon. Minister would announce that the fare hikes as far as the season tickets are concerned for suburban railways are dropped absolutely and he relies upon the other things.

Then the question comes as to how to mobilise funds for the development. Of course, as I have shown that not a very substantial amount is coming from this increase. Therefore, he could have followed the other methods also. There are so many uneconomic lines as disclosed in reply to Starred Question No. 184 on 10th March 1992 in this House. Some of these uneconomic lines may be closed down. There ar also number of instances of ticket-less trave This should be cut down and the expenses can be brought down.

I am told that there are delay in the implementation of projects. I read the other day that 96 Railway projects overshoot cost and time and in The Economic Times it has been stated that out of this about ten doubling and new-line projects have registered cost overrun of nearly 54 percent. 22 projects have reported time delays ranging from

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1.21 months in the first two quarters of the current financial year. The cost of the ten doubling and new-line projects went up from Rs. 2,856 crores to Rs. 4,392.2 crores during the period of April to September in the current financial year. The cost rose by Rs. 1,536.2 crores or roughly 54 percent over the estimated cost. If the projects are delayed and ultimately the cost goes upto 54 percent, I submit that, it will cost the country very heavily. I submit that if we concentrate on this aspect and complete the projects in time, much saving can be done and it would not be necessary to raise the suburban fares.

We have now been privatising the railway catering. Apart from other things I would say that this was giving earning of net profit of Rs. 3.32 crores. If this is the position, why should the government think of privatising the catering system that is prevailing in the Railways for a long time? It was there in private hands. Ultimately, with great experience, this was made a departmental thing. It is running into good profits. Such profit-making projects should not be closed down. That will also give a good income as far as Railways are concerned.

I would request the Planning Commission to give more support to the Railways because they are the main infrastructure as far as the country's development is concerned. The Planning Commission should not go on decreasing, day by day, the support to the Railway plan. They should, in fact, encourage and give more and more funds as far as this big public undertaking and big useful infrastructure of the country are concerned.

With these words, I support this Budget.

[*Translation*]

SHRI S. M. LALJAN BASHA (Guntur): Mr. Deputy Speaker, Sir, I stand to oppose this railway Budget. Few days back twenty to twenty-five persons were killed in a railway accident. I was also travelling in that train. Even then railway authorities did not enquire about the welfare of the passengers including me. I would tell you the state of affairs in the railway services. Many accidents take place daily and so many people are killed in these accidents. No concrete actions have been taken to keep a check on this tendency.

Mr. Deputy Speaker, Sir, even after the forty four years of independence, people still travel by sitting on the roof-top of the trains and consequently they are killed in accidents. It is matter of great regret that still a large number of people travel on the roofs of the trains. No attention has been paid towards this fact.

There are no proper arrangements for sanitation. Stations always give a dirty look. When the officers concerned come to know about the arrival of some Minister, all the concerned stations are cleaned and made neat and tidy, afterwards the same conditions prevail. No attention is paid to health and hygiene also in catering service. People are getting diseases by eating such dirty food.

There is wide,spread corruption in all the departments of Railway. Contracts are given to particular contractors and it involves corruption of crores of rupees and Railways have to incur losses. Government has put no control on corruption. It is commonly said if a person gets two contracts from Railways Department then he can earn his livelihood for ten to twenty years without working. Corruption is wide-spread also in purchase departments. Tenders are passed for purchasing articles for rupees five lakhs which are worth one lakh and no enquiry is made against it. In loading unloading work fifty lakhs are paid for the work which can be done properly in just twenty five lakhs. Actually misappropriation of funds is done in collusion with private contractors. Cases of thefts and dacoity are a routine matter in railways and all this is done in connivance with the railway authorities. The extent of corruption can be well imagined. All this loss has to be borne by the Railway Department. To meet this loss and to increase railway revenue, every year railway fares and freight charges are increased. Whereas Government should increase its income by putting an end to the wide-spread corruptions in various departments.

This corruption can be properly checked by surprise checking by the railway officials and railway Minister. I would request the hon. Minister to make surprise checks.

I conclude by opposing the Railway Budget.

[*English*]

SHRI BIR SINGH MAHATO (Purulia): Mr. Deputy Speaker, Sir, I rise to oppose the Railway Budget proposals presented by the hon. Railway Minister for its anti-people and anti-railway workers policy. The budget proposals presented by the hon. Minister will put a heavy burden on the common people by way of hefty rise in freight and passenger fares.

he imposition of additional fare amounts to Rs. 1,366 crores of which passenger fares will be Rs. 617 crores and freight charges will be Rs. 696 crores. There are so many ways for sufficient income in Railways. So, I request the hon. Minister to withdraw at least the Second Class passenger fare hike. The increase in the sub-urban passenger fares will have maximum burden on the daily commuters and the amount comes to Rs. 260 crores by this new hike. The 7.5 percent increase in freight charges will have a cascading effect on the price rise fro 1st April of this year and it shall push up the prices.

Sir, the budget also proposes privatisation in certain sections of Railways like sanitation, rolling stocks, catering, wagon building etc. Despite such a hike in passenger fares and sub-urban fares which is in between six percent and 62 percent and also hike in freight charges over 10 percent, there is no assurance for passenger amenities. The allocation for development programmes is also very meagre. The budget proposal also does not allay the widespread fears among the workers for the possible retrenchment in the days to come. On he contrary, he tenor of the speech further enhances the apprehension and the Efficiency and Research Directorate recounted for retrenchment. It also recommended that the workers will be reduced from 16 lakhs to 9 lakhs and that too, a part of the workers shall be from Class III employees like Clerks, Typists, ASMs, Guards etc.

Sir, in the Budget, the State of West Bengal has been neglected and a stepmotherly treatment has been given to West Bengal.

Sir, there are 6,000 km. lines of metre gauge which will be converted into broad gauge. The Railway Minister while visiting Purulia assured the people that 36.5 km. narrow gauge line from Purulia to Kotsila which is a very long standing demand of the people of Purulia will be converted into broad gauge. The assured, his conversion will be taken up in this 8th Plan. But that assurance has not been fulfilled. I request the Minister to recall his assurance and do the needful.

Lastly, in some newspapers, it has been mentioned that the Railway Minister is going to Rajasthan with the Members of Railway the Consultative Committee. In this critical juncture, when there is no money, when there is crisis everywhere, I object it as a member of the Consultative Committee. I request the hon. Railway Minister to review this decision and drop this proposal.

[Sh. Bir Singh Mahato]

I request again the hon. Railway Minister to review his decision of concerting narrow gauge line to broad gauge, one Purulia-Kotsila line, in S. E. Railway.

With these words, I conclude my speech.

[*Translation*]

*SHRI DWARKA NATH DAS (Karim Ganj): Hon'ble Deputy Speaker, Sir, i am thankful to you for giving me an opportunity to speak on the Railway Budget. The present Railway Budget of 1992-93 is just a photocopy of the previous Budge of 1991-92. There is no difference between the two. I don't want to go deep into the statistics and budget estimate stated by the Hon'ble Railway Minister. Because the Hon'ble Railway Minister has always been talking of financial constraining and it is surprising that this financial constrain has been continuing since the independence of the country and it will continue in the same manner.

India is one of the best countries in the world with regard to Railway transport. But its action plan does not deserve any particular appreciation. Of course, some meter gauge lines have been converted into Broad Gauge and these are expansion and electrification also. But these measures relate to cities only. Rural India has remained neglected for over. So I have no hesitation in saying that the present Railway Budget is not rural but urban-oriented. As regards expansion of Railway line in rural area, the excuse even is lack of partonisation. But, Sir, Railway is a Central Government Organisation where the talks is to be undertaken on no loss no profit basis. Then where does the question of patronisation arise?

Hon'ble Railway minister has exempted the rate of ticket upto Ten K. M. But even this exemption could have been done away with. Because it would not make any difference. How much rural area has Railway connection? A look at the railway of India shows that the Railway lines are meant for connecting cities only. It has no interest for expansion in rural area. My presumption was that the Railway Ministry will focus its attention this year to the areas without railway expansion. But in reality it was not so. Except with the indication of conversion of some meter Gauge lines into Broad Gauge, electrifications and introduction of some new lines covering a few K.M. the Railway Budget has provided nothing new.

If we look at the Railway map of India what do we find? We find the central part of India some part of Andhra, Orissa have less railway lines. And in Assam we find there is only one railway line without any consideration for the rural area. This is the railway map and picture of Assam.

North F. Railways have been almost neglected in the present Railway Budget. They have fulfilled their duties just by introducing new service from Guwahati to New Bangaigaon new line from Dudhoni to Depa and from Mygrengdisa to diteckcherra and direct line from Komarghat to Guwahati has been somehow patched up.

Railway expansion is essential for the rapid industrialistaion of the Brahmapura Valley. But adequate attention has not been paid in this regard. It is said that there will be infrastructure decentralization in rural area. But is decentralization or industrialisation possible without railway connection and expansion? Moreover extensive railway connection is urgent for ea, railway and forest resources of Assam. But attention has not been focused here.

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*Translation of the speech originally delivered in Bengali.

The hilly line from Badarpur to Lumding is a wonderful railway connection for scenic beauty, but no developmental scheme has been indicated in the railway Budgetary proposal in this regard, leave aside the conversion into broad-gauge line. Badarpur junction is called the Railway-centre of North Kachar hilly district, Barak valley and Tripura state. But this has not been included for conversion into Railway division despite of its being a long-standing demand.

The demand in the last budget was for the expansion of branch line Karimganj-Dullabcherra of Karimganj district to Ranpur that means from Dullabcherrra to Ranpur. This is not a new demand the people of that area had been asking for this expansion since last decade. Same demand expansion was there for branch line of Lala to Bhairangiti of Katakhal-Bhairabi section in Hailakandi district. Measurement also had been conducted but he present Railway budget has been silent on this Project. The present Railway lines particularly in the branch-line of Barak valley both the stations and trains have been neglected. The trains here are running with the help of old and almost useless engines and coaches at Snails pace without any consideration for time-factor. If you want some explanation, the stock reply of the General Manager of N.F. Railway is "lack of patronization". What he wants to say is difficult to understand.

Then after giving an assurance for reinstatement of the dismissed Railway employees of the 80's, the Railway Minister, after granting some monetary grant just remained silent on this issue. In the president's address, the priority of jobs for the SC/ST youth has been mentioned but the Railway Minister has not come out with any such proposal.

So, I would like to say that the demands of the people of North Assam are (*Interruptions*) Just one minute please.

Sir, as I was saying that the demands of the people of North Assam are:-

1. Expansion of the last station of Dullabcherra of Karimganj District to Ranpur.

2. Expansion of branch line from Lala station of Hailakandi to Bhairangti.

3. Development of Badarpur Lumding hilly line.

4. Upgradation of Badarpur junction into Railway division.

5. Two direct train services from Karimganj and Kumarghat to Guwahati.

6. Reinstatement of the dismissed Railway employees of the 80's.

7. Job priority for the SC/ST youths.

8. Development of all the branch-lines and stations of Barak valley.

9. Introduction of sufficient number of improved coaches with diesel engines.

10. Construction of either fly-over or bypass on the level crossing in the main entrance of Karimganj district.

In the end, I would like to submit that the present Railway Budget has failed to fulfill the hopes and aspirations of the people of Assam. So as a representative of the people of that area, I oppose the Railway Budget with these words, I conclude my speech. Thanking you.

* SHRI C. K. KUPPUSWAY (Coimbatore): Sir, I thank you very much for having

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* Translation of the speech originally delivered in Tamil.

[Sh. C.K. Kuppuswamy]

given me an opportunity to speak on the Railway Budget for the year 1992-93. In order to cope up with the ever increasing number of Rail passengers it has become a custom to introduce New Trains every year. Keeping with the tradition 15 new trains are to be introduced this year and I welcome the announcement made by the Hon'ble Railway Minister. Of these rains 8 of them are to cover he Southern States. I heartily welcome this kind gesture by the Minister. I for one who would feel that this year's Railway Budget has been prepared in a remarkably appreciable fashion. I congratulate the Minister for formulating praiseworthy proposals in the Budget. It bears testimony to his managerial skill and efficiency.

At the same time I would like to make a request to him. Rajdhani Express trains are meant to link the Capital of the Country with other metropolitan cities. Our beloved leader late Shri. Rajiv Gandhi had also assured us earlier that a Rajdhani Express train between New Delhi and Madras would be introduced. I hope our Railway Minister would fulfil that aspiration.

If you could fulfil this it would benefit all the four states in the southern part of our country. Karnataka, Andhra Pradesh, Kerala and Tamilnadu would be the beneficiary states once when you introduce a Rajdhani Express in such a fashion than the one that has been announced by the Minister. Railway Minister has now assured me that a new Rajdhani Express would be introduced to benefit the people of all the four southern states. I heartily thank the Minister for his plan to change the announced one. I hope he would fulfil his promise.

Railway signal and Telecommunications workshop is situated in Podanur that forms part of my Coimbatore Constituency. I would like to draw the attention of the House and that of the Minister to its performance. That workshop has contributed to fetch foreign exchange earnings to the tune of about Rs. 5 crores. Recently a coder equipment worth about five and half lakhs of rupees was designed and developed in that unit. The workers of this workshop should be encouraged by way of enhanced housing facilities. Education facility provided to the children of the Railway employees needs to be improved. The Railway School there constructed during British rule is in a dilapidated condition. I had been here recently and saw for myself the condition of the old buildings. The buildings have to be renovated at the earliest and urge upon the Railway authorities to repair them and I request the Minister to allocate more funds to attend to this work.

It would be a befitting Employee Relations measure if a direct train from podanur to Tiruchirapalli is introduced to benefit the Railway workers there. This request from those workers remain unattended for long.

I would like to bring to your notice our long-pending demand to change the name of Maramalai Nagar Railway station in to Kamaraj Railway station. We took part in Satyagraha to impress upon the then government to name that station after the great leader Kamraj. He was one of the great leaders of India and was a renowned freedom fighter and later on a dynamic Chief Minister of Tamil Nadu . I hope the Minister is aware of our resorting to agitation to change the name of Maramalai Nagar Railway Station in to Kamaraj Railway Station. I would like to recall my taking part in that agitation. I had courted arrest and was put in prison too. I now request the Minister to look in to it and expedite the renaming process. I wish the name of the great leader Kamaraj be there at the earliest.

While welcoming and supporting the budget, I would like to appreciate unfailingly the due care the Minister has taken in bringing out this budget. I welcome your exemptting essential commodities like grains, pulses, salt, sugar, kerosene, diesel, fertilisers etc. from the puriew of new freight levies.

I take this opportunity in this august House to welcome you announcement that new-freight-tariff would also exempt oil seeds, live stock and fodder the hike.

We all know that Railways are the biggest employer and enterpreneur in this country. It generates new employment opportunities and provides job to millions of our people. There are many employees working in number of Railway workshops and there are quite a large number of people engaged in its operation. Railway administration has a vast network. Such a huge body should continue to have human touch and must ensure job opportunities on a priority basis to the wards and dependants of the Railway employees. Railway men bring laurels to their organisation by winning awards in various fields. Hence Railway Administration should suitably recognise and honour the Railway workers by way of providing job opportunities to their sons and daughters. We are aware that we are still combating the unemployment problem. As very big employer of this country Railway Administration should always go in for providing employment opportunities to skilled and unskilled labour at all levels continuous Railways should ensure pleasant journey not only to the Indian passengers but also to the tourists and foreign visiters who travel by Indian Railways. A satisfaction that they have seen a clean and beautiful India should be derived. Passenger amenities, beautification and clean maintenance of rail routes should be given priority. As far as our Minister is concerned I have no doubt on this count because he hails from this Rail Family and he will take enough care to project the image of the Railways both within the country and abroad. i hope he would attach utmost importance to this maintenance aspect.

I also request the hon'ble Minister for Railways to name the Madras Central Station after our great leader Late Rajiv Gandhi. Central Station should be renamed as Rajiv Station. I hope he would fulfil this request from me.

As far as this Railway Budget we welcome all the positive aspects and measures wrought with good intention. At the same breath I would like to bring to he notice of the Minister certain grievances for redressal.

Our Minister would know only too well the Islamic Pilgrimage Centre Nagore. There are sizeable number of Muslim population in and around Coimbatore. Hence I request the Minister to weigh and consider a genuine demand to connect Coimbatore with Nagore introducing a new metergauge train. This would foster commercial activities too.

As far as season ticket holders are concerned such commuters are more in number in metropolitan cities like Madras, Bombay, Calcutta and industrial towns like Tiruppur. The proposed hike in Railway Season Ticket fares would hit hard the middle-income-group. Hence I request the railway Minister to reconsider and withdraw the intended hike in season ticket fare.

Tiruppur an industrial town in Coimbatore District of Tamil Nadu is famous for garment and knitting factories. Majority of them are run like cottage industry but they all manage to export annually garments worth about Rs. 750 crores. It is also expected to go up further about Rs. 2500 crores a year by the turn of the century of at the earliest by 1990. Hence I request the Railway Minister to increase the reservation and berth facilities for Rail passengers if Tiruppur town to reach commercial cities like Bombay, Calcutta, Bangalore, Madras and Delhi.

Last but not the least I would like to draw

[Sh. C.K. Kuppuswamy]

the attention of the Minister to the leasing system in the Railway stations.

While giving on lease the Railway areas, normally they are lent on long-term-lease running up to 99 years. They are given on lease for such a long period for such small returns. I request the Minister to look in to this. To augment the revenue collectrions for the Railways this system should be revamped. Bill boards that are displayed in Railway Stations do not attract more rentals. I would like to draw the attention of Minister to notice the last gap and wide variance that exist between the Municipal Corporation's rentals per sq. ft. and that of the Railways' when corporations can earn enough and ensure more revenue, the Railways with its vast potential should do well to earn more. Infact more adspace and hoarding sites and bill-board areas are there with Railways. The rentals fixed by the railways are disproportionately very low. There could be some loopholes and mismanagement somewhere. I request the Minister to attend to this as immediately as he can. He should pull up authorities in this regard as and where they occur. Railways can earn more through advertisers and this is a potential area which would enable us to augment our receipts.

There are innumerable people who live below-poverty-line live in slums beside the railway lines. If you find such occupied lands are not needed for the Railways, than the Minister can consider hinding over such land to those poor people.

I heartily welcome this budget. While congratulating the Railway Minister for his commendable job I would like to place on record my admiration and appreciation for the mature and efficient administration and governance provided by our Prime Minister Shri. P. V. Narasimha Rao.

I who belong to this great congress party which has won freedom to this country and preserve its unity and integrity take a vow now that I will continue to contribute my mite to preserve the unity and integrity. I see this ceaseless mission in the efficient operation of Indian Railways which unites this subcontinent in to one big country. Congratulating the Commendable job performed by the Railways and its able Minister now, let me conclude my speech.

19.00 hrs.

SHRI PIUS TIRKEY (Alipurduamirs): Mr. Deputy Speaker, Sir, I oppose his anti-people Railway budget and I want to submit to the hon. Minister that no attention is being paid towards north Eastern Frontier Railway which was an important railway during India-Pakistan war period. But this zone is the most backward today. Very little is being spent in this zone as compared to other zones. We can not even think about the electrification of the tracks. Assam-Dibrugarh train is also not avilable. So I request that maximum trains should be started between those two points for the benefit of the people there.

Sir, unfortunately, none of the Railway Ministers in the past has been from our area. So the situation is very grim there. Shri Ghanikhan Chowdhury was railway Minister for some time but he restricted himself only to Malda. The areas from where Railway Ministers belonged, have developed a lot. There was lot of development in Railways in Bihar while Shri George Fernandes was the Railway Minister. Now I request the present Railway Minister not to restrict himself only to Bangalore but to take care of the whole country and pay special attention towards my area.

Sir, today regionalism is spreading fast in the whole country. Every one is thinking about his own region. None of the party is working for the country. There is a big question mark on unity and Integrity of the country. So the Railway Minister should pay his attention towards it and should introduce new trains in the backward areas.

Sir, there was a proposal to lay a new Railway Line from Malda to Balorghat. There is a signboard which has a list of places where stations would be constructed. But so far no work has been started. This is a long standing demand of the area and an ongoing project. I would therefore, urge that it should be completed at the earliest. Balorghat district of West Bengal is a district which is still not connected with any railway line. So I request you must pay attention atleast to this district.

Mr. Deputy Speaker, Sir, Alipurduars junction is a divisional headquarter of Frontier Railways. A large amount was spent to construct this junction. A housing colony was constructed for the employees. It can be developed further. The capacity of B. G. can be raised to 10-12 trains, but it has been rejected. The locoshed does not have a roof there. The workers work with an umbrella in their hands during rains. I request you to provide tin for locoshed. If the tin cannot be made available at least Tarpaulin (Tripal) should be given so that workers do not face any difficulty while carrying on their duties in the rains.

Sir, the third important point is related to flyover. There should be a flyover at Siliguri railway crossing. Siliguri has become just like Calcutta. An over bridge on the level crossing is very essential. It must be noted and the work on it should be expedited. The Central Government should fulfill the long standing demand of double line from Sonapur to Dani in Sealdah Division near Calcutta. Majority of Rural population lives there, and that is why they should be benefited.

Mr. Deputy Speaker, Sir, it has been said here that the Railway Budget is anti-people and a common man will not be benefited from it. It will rather increase the burden on the common man and the prices will shoot up. It is a fact. It has been opposed at many places. The Railways is not a profit making organisation but for common man's convenience. It should solve his difficulties. That is why it has been suggested that it should be run on no profit-no loss basis.

It is necessary to run the trains even though there may be no profit in it. It is for the benefit of the country. But it is observed that railway lines are not being laid where there is no profit and it is the common man who is suffering and facing inconvenience.

An assurance was given for reinstatement of those Railway employees who were victimised during the strike but nothing has been done so far. A decision in this regard should be taken soon. After all they too belong to the Railway family. There are few passenger amenities in the second class. There is neither any space to sit, nor cushions. Arrangement should be made to keep the compartments clean, particularly, during the long journeys. A Railway track should be constructed in Eastern Railway from Khagraghat road to Senthiya via Kandi. This is an important route. Attention needs to be paid to it.

The Broad gauge line should be extended from New Alipurduars to Alipurduars Junction.

The reserved posts for handicapped in the railways is very less presently. Three percent reservation in jobs for them should be filled up. They want to live with self respect not by begging. The backlog of reserved posts for Scheduled Castes and Scheduled tribes should be filled up soon. Besides, efforts must be made provide jobs to minorities particularly, Muslims. I conclude with these words.

SHRI MANJAY LAL (Samastipur) Mr. Deputy Speaker, Sir, I have heard the speech of the Railway Minister with rapt attention and have gone through his Railway budget. Now I have drawn the conclusion that is is anti-people and anti-employees. Therefore I oppose it.

I rise to oppose some issues in this budget. Freight rates are being increased by seven and half percent from 1st April and fares have been increased by at least Rs. 5 in IInd class in ordinary passenger trains. There is a proposal to increase the fare of IInd class in Mail and Express trains from Rs. 1 to Re.25.

Monthly seasonal tickets will also cost more. Monthly tickets are purchased by the people belonging to middle class, by employees and by the poor. If the fare is increased it will increase their burden. This Railway Budget has openly neglected the non-Congress ruled States especially U.P., Bihar and West Bengal. It is anti-workers and will deprive them of their employment. It is a budget which would encourage regional imbalance. It promotes privatisation in railways. Sanitary work was privatised in railways last year. This year catering and containers of goods trains are being handed over to the private sector. It seems as if the railway department will privatise all the railway tracks and the passenger trains gradually and will only preforem the work of laying the railway tracks on which trains of private sector will run and they will earn the profit.

I oppose this Railway Budget because it has been prepared on the directives of World Bank and I.M.F. In 1980 David Hoppar, the vice president of the World Bank, has submitted a report which says that the Indian Railways should be run only by 9 lakh 80 thousands employees rather than 16 lakh employces. This Budget will do nothing to provide more facilities to the passengers. I oppose this Budget because in it is anti-employees, encourages retrenchment, increases the fares on the directives of the World Bank and I.M.F. and is an anti-national Budget.

Mr. Deputy Speaker, Sir, train is the cheapest and common mans mode of travelling. It is a common mans means of transport. It is expected of a Welfare State to present Budget for the Welfare of the people not for business. Bihar is the most backward State. But it has been utterly neglected. In 1908 the Chhitouni railway bridge was constructed. It connected Uttar Pradesh, Bihar and the border state of Nepal. This bridge was constructed from the point of view of strengthening border security also. In 1924 it collapsed following floods. In 1947 our country became free. The foundation stone of the bridge was laid three times-first the then Prime Minister Mrs. Indira Gandhi laid its foundation stone, thereafter, the then Minister of Railway Shri Lalit Narayan Mishra and later on, Shri Kedar Pandeya laid its foundation stone. But the bridge was not constructed After the national Front Government was formed in 1989, hon. Shri George Fernandes laid its foundation stone in 1990. In 1973 Rs. 7.50 crore were provided for the construction of the bridge. The amount was raised to Rs. 165 crore in 1990 but these days the work has been suspended. This time Rs. 15.05 crore have been provided for it. Since this scheme is of Rs. 165 crore and Rs. 30 crore have been given earlier, the account shows that very little money has been provided for it this time. The Minister of Railway States that some of the amount is to be given by the Bihar Government some by the Ministry of Water Resources and some by U. P. Government also. Mr. Deputy Speaker, Sir you are very well familiar with the economic condition of Bihar. I want that share of money to be borne by Bihar, should be given by the Central Government and the ministry of Railways in these special circumstances. The work on this bridge should be completed as early as possible.

Mr. Deputy Speaker, Sir, I have been elected from Samistipur constituency. In 1881 a railway workshop was set up in Samastipur. It was locomotive and coach factory. After Gorakhpur it was second railway factory. 3500 persons were working there that time. The work of repairing coaches started here in 1962. First of all, railway coaches used for carrying gun powder for army were manufactured there. This factory was awarded in 1964 for this work. In 1973 trains used for carrying tanks were manufactured for which it was again awarded in 1979. But these days the Government has ill intention to close this factory slowly. I have met the Minister of Railways two times in this connetion. The Minister of Railways has assured me very geieously that he would look into it. I again request the hon. Minister to let the factory remain there so that there is no discontentment among the people.

I would like to point out that approval was accorded to construct 50 diesel sheds in 1990 in Samastipur and only Rs. 8 or 90 thousand have been provided for in the budget of this year. This amount of Rs. 8 or 9 thousand has been given to keep the scheme alive. I would like to request the hon. Minister of Railways to start the construction work of 50 diesel sheds there as it has already been accorded approval.

I want to point out that Samastipur is the head-quarters of Divisional Railways and is district head-quarters also. But the neighbouring railway stations like Pusa Road to Satha jagat are controlled from the Sonepur division for the convenience of people and the department this work should be done from Samastipur and not from Sonepur.

I would also like to request that a railway level crossing should be constructed at the railway line in front of Durgasthan in R. P. F. colony of the Samastipur division headquarters, because every day 5 to 7 thousand persons cross the line. The proposal for the conversion of the metre gauge from Sonepur to Bachhwada into broad gauge was passed in 1990. That work should be taken up soon. The survey has been conducted. Several times to constructa 'Gumati' at Bathuagram between Dubaha and Pusa Road railway stations near Samastipur. That Gumati must be constructed in public interest. The railway Halt between Hazipur and Bachhwada should be converted into peranent railway station. The Shaheed Express and he Ganga Yamuna Express run between Muzaffarpur and Delhi. One of these two trains should be operated from Samastipur, because Samastip[ur is not only Divisional Railway Headquarters but also a terminal point of many trains coming from several areas on metre gauge.

I would like to submit that Samastipur has no quota for railway reservation in Awadh Assam Express. Therefore, a quota or reservation from Samastipur to Assam should be fixed in that train.

Patna is the capital of Bihar but there is no direct train for Patna from Samastipur. Earlier, there was Danapur-Samastipur passenger train but it has been withdrawn. It should be started again. Superfast train from Muzaffarpur to Delhi should be introduced. There is no direct train between Muzaffarpur and Bhagalpur which are business centres. Hence a direct train between these two cities should be introduced. The Shramjeevee Express runs between Patna and New Delhi but it does not have pantry car. I have written to the hon. Minister several times to provide pantry car with this train. The Rajdhani Express operates between Calcutta and Delhi. It must be operated via Patna at least 2-3 days a week, because Patna is the capital of Bihar, and it will be proper to run the Rajdhani Express via the Rajdhani (i.e. Patna) The railway Gumati should be constructed at Shahpur beween Bachhwara and Hazipur, and at village Sirdilpur between Patori-Basudevpur stations. Surveys in this regard

[Sh. Manjay Lal]

have already been conducted. Similarly, Arrah-Sasaram railway line is closed for many years. There are one hundred rice-ills and Dalmia Nagar, and industrial city on this railway line. It connects many districts, construction work should also be started on this line soon. Railway bridge should be constructed on the river Ganga between Deegha and Pahleja. Its surey work has already been conducted. This bridge has not been constructed till now. It would be constructed immediately.

In the end, I would like to say a few words about corruption. The Railway has to suffer heavy loss due to corruption. As I remember in 1990 a conference about "eradicate corruption" was held under the auspices of All India Railway Workers Union and Shri George Fernandes was its Chief guest. I had got the opportunity to inaugurate this conference. That time certain action were taken to remove corruption. There is corruption in the railway Recruitment Board and in many other fields. I would like to request the hon. Minister to work to the true sense of his name, Sharif and must curb corruption prevailing in railway.

With these words, I conclude an express my thanks for giving me time.

SHRI BRAHMANAND MANDAL (Monghyr): Mr. Deputy Speaker, Sir, I express my thanks to you for giving me time to speak on this Budget which is against the interest of common people.

The Minister of Railway has stated in his speech, "In accordance with the new ideology and new policy of the Government in the economic sectors of the country, the Railway organisation and administration needs to be made changeable. I have gone through the Railway Budget but I did not find any novel ideology and novel policy in it. The Government has made the Railway Budget according to the new economic policy Government. It is definitely an old thing, there is nothing new in it. You have talked about the privatisation. There is this theory of privatisation or private ownership in the society for centuries. After that our society and the world have witnessed that our economy is leased on society. Thirdly, effort was made to follow mixed economic policy in the country and it has been adopted in our country for continuously 45 years. It has also been termed as a new thing. What is the fourth new thing? I should also mention it. If the hon. Minister of Railway holds that to run a country at the directives of the multinational companies, the International Monetary Fund and the World bank is a new policy or ideology then I think this is also not new ideology or policy. Therefore, I ask him not to talk of new policy and new ideology. He shoud rather say that he wants to restore the centuries old policy.

The other point is about the balanced development. There has been no mention of balanced development in the budget rather much has been said about regional imbalance. I can cite an example. In Jamalpur area there is a factory which has been set up by the Britishers in the 19th Century. 22 thousand labourers were working in that factory prior to Independence. Steam engines were repaired there and even today that factory is performing the same function. Now only 12 thousand labourers are working in this factory. What happened to the lot of remaining 10 thousand labourers. The population of the country and that area has increased but now 12 thousand labourers work there and it has been stated in this budget that all steam engines will be replaced by 2000 A. D. What will be the fate of Jamalpur factory, which was once the biggest factory in Asia. There are many skilled labourers, and railway land stretches to a large area. Machines worh crores of rupees is lying idle in Jamalpur factory. These are being sold at the rate of iron scrap by weight while it could have been used for setting up a new wagon and coach factory and people could have been employed there. But all this is not being done. Is it not an example of imbalanced development policy?

Therefore, I would like to submit to the hon. Minister that he should consider it and change the Jamalpur Railway Factory into a coach factory. In this connection when I had correspondence earlier, he said that there was no insfrastructure and when we told him that there was infrastructure he replied that the existing wagon and coach factories have so uch capacity that there is no need of setting up a new coach and wagon factory. But in January we read a statement of the Minister of State in the Ministry of Railways Shri Mallikarjun that our country requires 38 thoushand wagons but only 18 thousand wagons are abvailable. Out of these 18 thousand wagons 11 thousand are engaged in the supply of coal. Thus contradictory statements are given. Therefore, I would like to submit that when 38 thousand wagons are required in the country and the existing wagon factories and coach factories are unable to fulfil this rrequirement. Why cannot a new factory at low cost be set up at jamalpur as skilled labourers who were working there for years are available; and machines worth crores of rupees, could also property used and there is no need to inves more money. The Government will not have to purchase land also for this purpose.

Secondly I would like to point out that in this budget Rs. 32 or Rs. 33 crore have been allocated for modernisaion of Jamalpur Factory. On 6th January the Chief Manager of Jamalpur factory stated in a press conference, that Rs. 65 crore would be allocated, but when I went through he budget, I found that only Rs. 32 or Rs. 33 crore were allocated which is note adequate for modernisation. In this connection I would like to say that this allocation should be increased and at least Rs. 85 crore should be invested in the factory. Double line is being laid between Bhagalpur-Jamalpur and Koel in Bhagalpur Division, and Rs. 31 crore have been spent on it but a distance of 6 kms from Ratanpur, to jamalpur has been left out. Besides a distance of 16 km.s. from Kajara to Koel has also been left out. Rs. 31 crore have been spent on this section and 22 kms. track has been left out.

Therefore, I would like to say that this 22 kms. track should be doubled and funds should be allocted for it in the Budget. Dumka and Hazaribagh are two commissionerates and the Jharkhand movement is gaining ground there because the area is deprived of development for years now. There is no railway line upto Dumka and Hazaribagh. That is why the Adivasis are demanding separate Jharkhand State and the movement is becoming violent. The main reason is that this Adivasi area has been negelected after Independence and no attention has been paid for its development. Therefore, I would like to submit that Hazaribagh and Dumka should be linked with railway lines and the idea of balanced development should be implemented in the true sense. This area is an exmaple of imbalanced development.

Mr. Depuy Speaker, Sir, as far as the corruption in railways is concerned the provisions in the budget escalate and their is undue deay in implementation of projects as a result of which there is loss of crores of rupees. Lot of funds to be spent on develpoent works go down the drain. Therefore, I would like to request the hon. Minister that arrangement should be made to complete the work in allocated amount and time frame, so that money and time can be saved and corruption can be removed.

I also oppose this Railway budget for hike in fare and freight. I has been said that there is no hike on the journey upto 10 kms. It is like giving a wooden toy to a child. It does

[Sh. Brahmanand Mandal]

not satisfy the appetite of a crying child but his attention is diverted for sometime and he enjoys. The hon. Railway Minister has also done something similar to this by not increasing the fare for the first 10 kms. Today, the journey of 10 kms. does not mean anything to be exploited, dalits, supressed and the poor. Therefore, I woud like to submiit that at least there should be no hike in the fare of 100 kms. journey and the hike should be wihdrawn. Siilarily, fare of lower class seasonal tickets and higher class has been hiked by 5% to 20%, which as a whole comes o about 27%. Therefore, I would like to submit that fare should not be increased on he journey upto 100 kms.

Mr. Deputy Speaker, Sir, I would urge the hon. Miniser to include the development works, which I mentioned, in the plan. With these words I conclude.

SHRI RAM NAIK (Bombay North): Mr. Deputy Speaker, Sir, I oppose the Railway budget because it is a brutal attack on the railway passengers. I strongly oppose the Railway Budget as I is anti-passenger, anti-commuter, anti-working class and anti-middle class. Not only I, but also 50 more hon. M. Ps from my party have given cut motion notices to oppose this budget. We aso oppose the budget as the increase in the season ticket fares is unjustified, unbearable and inequitable.

Mr. Deputy Speaker, Sir, the hon. Miniser of Finance is considered to be stronger and more powerful than the hon. Minister of Railways. As far as the economic issues are concerned, it seems from the budget that the hon. Minister of Railways is more powerful than the hon. Minister of Finance. The hon. Minister of Finance is vested with the powers to enhance all the tax rates like income Tax and Custom Duties and has at his disposal all the Departments and Corporations, but still the hon. Minister of Finance, Shri Manmohan Singh has just proposed a sum of Rs. 983 crore towards additional taxes. But the hon. Minister of Railways has tried to mobilise Rs. 1366 crore of additional revenue by increasing passenger fares, freight charges and surcharge rates. It means that the additional resources to be mobilised by the hon. Minister of Railways is 150 percent more than what the hon. Minister of Finance proposes to mobilise through additional taxes. Railway Budget is more anti-people than the General Budget. That is why I oppose it.

Mr. Deputy Speaker, Sir, you are well aware that every day about one crore passengers travel by railways in the country. Out of these one crore passengers, 58 lakh are the passengers who travel daily with monthly season tickets and quarterly season tickets. Out of these daily commuters, 50 lakh travel in Bombay city alone. Out of the total number of daily commutrism 76 percent belong to Bombay, 17 percent to Culcutta and 7 percent to Madras. I do not say that fares have been enhanced only for these passengers. Season ticket fares have been hiked wherever this facility is available. It has affected the commuters of Delhi-Ghaziabad, Bangalore-Mysore and Pune-Chichwad routes. It means that the burden of increase in fares has been put on 75 lakh passengers in the country.

While putting additional burden, the hon. Minister of Railways has himself tried to mislead people. This is nothing but fraud with people.

Mr. Deputy Speaker, Sir, on page 3 of the Railway budget it has been mentioned that.

[*English*]

"Second Class monthly Season Ticket fares are proposed to be increased to a level equal to 9 to 24 single journey fares from the existing level of 8 to 23 single journey fares for different distance slabs. The First Class Monthly Season Ticket fares will be correspondingly revised to four times. The Second Class Monthly Season Ticket fares.'

[*Translation*]

Earlier, 8 single fares were being charged for shorter distances. It has been revised to 9 single fares. Similarly, 23 single fares for a big longer distance have been revised to 24 singe fares. Now, if we work out the effect of revision on different commuters, it will be revealed that a daily commuter travelling a distance of 26 to 35 kilometres by second class season ticket will have to bear an additional burden of Rs. 33 and those travelling a distance of 100 to 120 kilometres will pay an extra charge of Rs. 52 per month. Though the increase from 8 single fares to 9 single fares or 23 single fares to 24 single fares seems to be very minor, but he common man, salaried people, industrial workers and working class will have to pay Rs. 52 extra every month. How unjustified i is as he common man cannot bear it. That's why the the proposed increase in fares must be withdrawn.

The fares of last 3 years must be taken into account. I have got with me records of season ticket fares of last 3 years. The fare of second class Monthly Season Ticket in 1989 from Bombay to Virar, a distance of 60 kms, was Rs. 60 and now it has been increased to Rs. 116. It means that the fare has been doubled. Therefore, how this steep hike in fares can be appreciated by the common man. The travel cost of to and fro journeys from the place of residence to place of work has thus been revised upwards. Therefore, it cannot be tolerated. This increase has been effected by the Government itself.

Mr. Deputy Speaker, Sir, we discussed all these points with the hon. Minister of Railways and also with the hon. Minister of Railways and also with the hon. Prime Minister, because it is not the look out of the former alone. I as well as Prof. Ram Kapse met them as we are the representatives of suburban commuters in Bombay. We both have close ties with the commuters. When we complained to the hon. Prime Minister about the hike in fares, he informed us that he was told that the hike was just nominal and there would be a minor difference. When we gave him the figures, he said...

[*English*]

"I will advise the Railway Minister to consult the Bombay M.Ps."

[*Translation*]

The hon. Prime Minister advised us to discuss the issue with the other hon. M. Ps from Bombay. He forwarded our joint memorandum to the hon. Minister of Railways with his remarks. Since then we have been looking forward to having a meeting with him. I think the President of Bombay Congress (I), Shri Murli Deora, Shri Sharad Dighe and probably Shri Sunil Dutt have also opposed the hike, which has been generally opposed by the whole House. It is not in the public interest to increase fares and it will also not be in the interest of the Congress party. (*Interruptions*)

THE MINISTER OF STATE OF THE MINISTRY OF STEEL (SHRI SANTOSH MOHAN DEV): What happened in the elections to Municipal Corporation.

SHRI RAM NAIK: 112 Congress and Republican Party candidates got elected. When was the Union Budget presented? I challenge them to again conduct elections in the city if the Congress (I) is really bold enough let it hold elections again and then witness the changed scenario itself. Then only they will come to know whether the

[Sh. Ram Naik]

people of Bombay have really taken the increase in fares in good spirit. (*Interruptions*)

SHRI SUNIL DUTT (Bombay North West): The people of Bombay were aware of the intended hike in fares in the Budget and I have got letters in this regard. (*Interruptions*)

SHRI RAM NAIK: Will the common man of Bombay support it? This issue concerns the entire country and is not anybody's personal concern. (*Interruptions*)

SHRI MANORANJAN BHAKTA (Andaman & Nicobar Islands): Why do you refer to Bombay alone.

SHRI RAM NAIK: I refer to Bombay because out of one crore passengers travelling by train daily, 50 lakh passengers belong to Bombay alone. In the long route trains, 70 passengers travel in a coach. According to the 'White Paper' issued by the Ministry of Railways 400 passengers travel in a coach in local trains in Bombay. The Government must ponder over the difference between 70 and 400. (*Interruptions*)

SHRI SONTOSH MOHAN DEV: Where do the others get tickets.

SHRI RAM NAIK: Residents of Bombay are being defamed. The people of Bombay do not travel without tickets and this can be ascertained from the other M.Ps of Bombay. The people of the city are honest. (*Interruptions*)

[*English*]

SHRI SONTOSH MOHAN DEV: You are misquoting. You are giving wrong figures. One hundred people are travelling.

[*Translation*]

SHRI RAM NAIK: In the long route trains 70 passengers travel in 9 coach, while in local trains in Bombay 400 passengers travel in a coach.

[*English*]

SHRI P. C. THOMAS (Muvattupuzha): What did BJP do? You did not do any harm to them. Why have those people opted against you?

SHRI RAM NAIK: It is not a question of this election or that election. If your friends from Member are sincere, they will tell you. You have been saying so and ridiculing poor people. It is putting salt on their injuries. You can have jokes here because you are having a majority. The people are going to tell you.

[*Translation*]

Bombay is such a city that when the elections were declared it voted you victorious. But later on the train services were suspended for three days. Nobody had the courage to go there. I do not want to participate in this discussion. It would be sheer wastage of time. Bombay city is being subjected to injustice.

On 6th March, I had asked in an unstarred question as to the amount of money collected in the form of taxes during 1990-91 in Bombay. According to the figures it is:

[*English*]

Central Excise	-	Rs. 5.354 crores;
Customs	-	Rs. 9,830 crores;
Income-tax	-	Rs. 3,278 crores

So, the total amount collected was Rs. 17, 662 crores in 1990-91. This was the contribution of Bombay to he Central Exchequer.

The question was: How much amount was spent on Bombay for developmental purposes?" The reply is: recommendations of Ninth Finance Commission, the Central Government has released the share of Rs. 48 crores to the Government of Maharashtra. The year-wise break-up is given below:

1989-90	Rs. 26 crores
1990-91	Rs. 7.71 crores

[*Translation*]

That the Government is providing only Rs. 7.71 crore that year for the city which is paying Rs. 17 thousand crore per year in the form of taxes. It is sheer injustice? How long you will continue to do so? Because of this injustice and step-motherly treatment, common man of Bombay is feeling neglected. He will revolt. The day budget was announced the train services were stopped there for three days with immediate effect. Examinations were at hand so that the agitation was withdrawn. In the status paper of the Railways it is stated that there is a scheme of Rs. two thousand crore has been sanctioned for some improvement in railways. It is possible only when it is put into practice. This will help to reduce the rush in the trains. Not a single project out of these has been taken up. My submission is that the important projects may be taken up.

Mr. Deputy Speaker, Sir, as far as Calcutta is concerned, which is a metropolitan city, I would like to know the provision made this year for the suburban train there. It is given on page 8.03. It says that for Bombay...(*Interruptions*)

[*English*]

Mr. Sayeed, please pay some attention to the grieances of the Mumber commuters.

SHRI P.M. SAYEED (Lakshadweep): Are you seeking my attention or the Minister's attention?

SHRI RAM NAIK: I am seeking your attention also. Ultiately all of us are going to vote ...

(*Interruptions*)

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): It is the problem of Bombay. I am very attentie to this ...(*Interruptions*)

[*English*]

SHRI RAM NAIK: Very kind of you. Bobay gets in this budget a share of Rs. 32 crores; Calcutta gets Rs. 125 crores and Madras gets Rs. 14 crores.

[*Transation*]

There are 76 percent commuters in Bombay and for them only Rs. 32 crore have been provided whereas for 17 percent commuters of Calcuta there is a proision of Rs. 125 crores. For whom you are doing all this? The people of Bombay will feel agitated because step-motherly reatment is being meted out to them. So they are not to blame

You have said that 8th Five Year Plan is in its find stage. May I know which are the projects forwarded to the Planning Comission for approval.

[*English*]

Take the House into confidence and say that these are the proposals which you have submitted to the Planning Commission. And on that bsis, it will be easy for us to decide whether you are going on the right track or not.

[Sh. Ram Naik]

[*Transation*]

Keeping in view such a State of affairs the government should provide funds in the budget. There is a scheme and that is for the extremely crowded section of Borivali to virar. A proposal for Chaudhary-Guadrupling has already been sent. The estimate has been finalised and its cost has also been worked out. You have not included this in he budget. The Government may decide that the most important project for the people of Bomby may be sanctioned.

There is hardly any mention of new bogies, new rains and new EMU rakes to be introduced? There is no mention regarding the people's demand for 12 bogies EMU rake may replace the 9 bogies EMU rake. Therefore the scheme of 12 bogies rake may be started on war-footing. If it is done, the problem may be solved to some extent.

[*English*]

You have appointed another committee, the Raiway Fare and Freight Committee headed by Dr. D. M. Nanjudappa.

[*Transation*]

In your speech you mentioned that the trems of Reference of the Committee have been advertised, but the regular funcioning of hat committee is yet to begin.

[*English*]

They could have written at least to M.Ps and should have sought their views.

[*Transation*]

So, if you have appointed a committee to reiew this work then why you have increased the fares prior to the submission of the report of that committee. That caught not have been done. herefore, I would suggest that the comitee shoud be direced to know the opinion of the M.Ps of both the Houses. If it is not done, no progress is possible.

Mr. Speaker, Sir, I would conclude my speech with a submission that there is a plan of Rs. two thousand crore and such an amount is not possible only from hike in rail fares. You are aware of the fact that the M.Ps from Bombay have suggested that the surplus land of Railways should be comercialised and the funds that are raised from it be utilised in suburban deelopment which has neither been done so far nor has it been decided at all. Crores of rupees of the people of Bombay are deposited in the Banks.

[*English*]

The deposits of Mumbai can be used for Railway department. You can just direct the banks that they should inest five percent of their deposits. From this you will get sufficient funds.

[*Transation*]

The people of Bombay can pay money but the Government cannot provide any scheme for them. It will continue repeating that there are no funds. How long is it possible to continue with that? Therefore, it is necessary to superise the funcioning of Bombay Suburban Section, and the position is changing now. If you say so, the Government can evolve a separate corporation for suburbans.

[*English*]

......Keep the accounts separate. Let everything be separate.

[*Transation*]

Then you will come to know why a

Bombayite is saying so.

Mr. Deputy Speaker, Sir, lastly I would say that you hae spoken about the workers of unions but you are not doing any justice to the unions. On what basis you should give recognition. It has been he situation for the last two years.

[*English*]

You are not recognising the unions on their strength.

[*Transation*]

So, my opinion is that you may reecognise the union according to the number of its members. I am associated with Labour Unionj of India but I do not seek your kindness. My submission to the Minister is that the record of the employees of the Railway Union may been seen and if that work is not accomplished on the basis of it.

[*English*]

Give every Union right to focus their grievances.

[*Transation*]

Second Union of Railway Employees has organised a eeting but it has not been recognised.

[*English*]

You are filing cases against them.

[*Transation*]

Show-cause notices are being issued to them. I have some documents to prove it. I can also show them. Don't commit such injustice.

Considering all these things, please, ake care that we may lose our patience as we are unable to bear more burden. Afer all there is a limit to patience also. We have alredy touched that limit now. Therefore, I request you not only on the behalf of the people of Bombay but also on behalf of the people who buy season tickets that the incrfease in the fare should be withdrawn and if it is not withdrawn, we will launch an agitation outside this House and struggle for the cause and you will be held responsible for the consequences. With this background, I once again request you to fully withdraw the increase in the monthly season ticket. By making adjustment of 5 to 10 percent from here or there won't serve the purpose.

Mr. Deputy Speaker, Sir, I am thankful to you for giving me an opportunity to speak.

SHRI P. M. SAYEED (Lakshadweep): So are you not supporting?

SHRI RAM NAIK: I am supporting the cut motion but I am asking for your support also.

[*English*]

SHRI SARAT CHANDRA PATTANAYAK (Bolangir): Mr. Deputy Speaker, Sir, I would like to take the liberty to congratulate our hon. Minister of Railways for the introduction of progressive Railway Budget for the year 1992-93. In the changing economic order, Railways play a vital role. Despite resources difficulties and dismal economic scenario, the hon. Minister called a spade a spade by undertaking a resources mobilisation exercise, without hurting the lower class of society. The Budget attempts to raise resources through hike in passenger fares, and not on freight, so that price-line of essential commodities is maintained and the inflationary trend is checked. The increase in freight rate of 7.5 per cent is well below the going inflation rate and even the 4 per cent

[Sh. Sarat Chandra Pattanayak]

increase in coal is lower. The exercise aims at absorbing the cost through improved efficiency. Though the second-class fare has been in creased in slabs, the passengers' facilities have not increased proportionately. Coming to Railways' performance, I may say that there has been an increase in Railway network of 155 kilometres during 1990-91 in comparison to previous years. The freight traffic has also increased by 2.1 per cent during 1990-91. And from April to December this year, the increase in freight traffic is 7.5 per cent. Likewise the passenger traffic has also shown considerable increase during April to December, 1991.

However, there is further need to tighten the cost of operation and improving the efficiency of railway system. The encroacher from railway land should be evicted within a time-frame and the Ministry should finalise a detailed Action Plan in this regard, so that surplus railway lands could be utilised to mop up additional revenues. Secondly, provision for new railway line and existing projects is inadequate. Some of the existing uneconomic railway lines should be opened to private operations so that the burden of railway is lessened. While the 'own-your-wagon' scheme is a right step, there should be privatisation of container system also, the facilitate speedy cargo movement.

As regards offering catering services to private parties, The Ministry should finalise the guidelines in this regard by giving priority to cooperative societies and ensuring hyginic standards in the catering service.

The administrative set-up of Railway network should be re-examined with a view to assess as to whether it has actually met the requirements and improve its efficiency.

Coming to the railway net work in Orissa, I may mention that the Bolangir-Khurda and Langigarh - Jhunagarh railway line project in Orissa should be undertaken during the Eighth Five Year Plan so that the under-developed area like Bolangir and Phulbani can benefit from the development activities. The hon. Minister had laid the foundation of the Bolangir-Khurda railway line.

The Sambalpur-Talcher railway line project should be completed without further delay in the Manesar-Talcher section. Though the hon. Minister has announced about introduction of new trains, he has not cared to improve the train services in Orissa. The frequency of the Samata Express may be increased to twice a week. As far railway problems of an under-developed area like Bolangir, I do not see any reason as to why the railway overbridge at Kantabanji and Titilagarh could not be constructed immediately. So also the retiring room at Bolangir railway station - which is under construction - for the last three years - should be completed early.

20.00 hrs.

One superfast train may be introduced from New Delhi to Titlagarh junction of Bolangir District of Orissa so that the neglected districts of Orissa i.e. Sundergarh, Sambalpur, Bolangir, Kalahandi and Phulbani can be linked with Delhi and major cities of the country.

Regarding the employment in Sambalpur Railway Division, the educated unemployed, the skilled and unskilled labour of the Western part of Orissa are not getting any jobs in the new Sambalpur Railway Division. That is why I request our honourable Railway Minister to look into this matter. Outsiders are getting jobs in the Sambalpur Railway Division, but not the local people. So, this anomaly should be removed and the local people of Sambalpur District should be provided jobs in that Division.

The jurisdiction of Sambalpur Division may be from Belpahad to Rourkela and Rourkela to Raigada and from Raigada to Khariar Road.

The electrification of Railway lines from Kharagpur to Khurda may be included in the Eighth Five-Year Plan. For Daitari-Banshpani, funds may be allotted by the Government. It is a very small matter, Sir. I request the honourable Railway Minister that the reservation quota of the towns like Kantaganj Bolangir Titagarh and Khariar Road may be increased in number.

Conversion of the old, sentimental Naupada-Parlakhemundi-Gunupur narrow guage Railway line to broad guage and extension to Rayagada or Bissam Cuttack, to make it economical is requested. This section caters to the basic travel needs of the underdeveloped region of Orissa State, dominated by Adivasis, Harijians and downtrodden.

Also to convert one of the existing three slow passenger trains between the important and busy cities of Berhampur and Bhubaneswar Capital, to meet the demands of almost 7000 daily commuters and working class of people is necessary.

These two, along with other proposasl have already been submitted the hon. Railway Minister for active consideration by the group of Congress (I) M.Ps. from Orissa State.

Lastly, I request our hon. Minister that all the Congress (I) M.Ps. of Orissa submitted a Memorandum to the hon. Railway Minister to start a superfast train from New Delhi to Titlagarh of the Bolangir District of Orissa. I request the hon. Minister to look into it.

With this, I conclude and I support this Budget.

SHRI PRATAP SINGH (Banka): MR. Deputy-Speaker, Sir, without any risk of directing the Railway Minister, who is not here at the moment.

AN HON. MEMBER: His junior Minister is here.

SHRI PRATAP SINGH:..... It is quite safe for me to state..... (*Interruptions*). He is his deputy. (*Interruptions*).

As I was saying Mr. Deputy-Speaker, without any risk that I know my esteemed colleague, Shri Jaffer Sharief is a gentlemen, and a modest gentleman, therefore without embarrassing him - - had he been here, he might have been - - I can safely say that I hold him in highest esteem. Regrettably, though I am constrained to say that I can not say the same of the Budget as presented by him before this House, I cannot in any way say that I have much regard or esteem for his budget. There is not doubt this budget it is anit-people against the interests of the masses of our nation. It is against the interests of railway workers. All this goes without saying. In fact falls just short of being anti-national. But I can safely say that in this Railway Budget, the national interest is not going to be served.

Many hon. Members who have spoken before me have very ably, adequately and aptly placed before this House the Justification for the Government to subsidise Railways to a very great degree. This is usual practice which must be done for proper economic growth of the nation. Although the Railways do not directly participate in production and are not responsible for producing goods for the Indian economy, they serve an extremely useful purpose in the sense that they open up vast areas of hinterland which are deprived and denied opportunities for development. This fact has not been adequately recognised in this Budget. Therefore, I rise to oppose it.

[Sh. Pratap Singh]

The hon. Railway Minister is well aware that in the Plan, sufficient provisions have not been made for development of new railway lines and projects. The figures are with me. I am talking from the First Plan down to the Seventh Plan. We find here that there has been a progressive decline in the Plan outlays for the Railways which had reached the height of 15.43 and 15.45 per cent in the Second Plan and the Third Plan respectively and came down to 5.23 in the Sixth Plan and now I believe it has come to somewhere near 6.9 per cent. This is not a healthy trend. For a national like ours, it must provide opportunities to our millions of youngmen who are under employed or unemployed. Any responsible government would have recognised this need and not gone for the measure which this Budget has provided for. We are going to see large scale retrenchment instead of greater opportunities being provided. We feel this Budget has not recognised the real priorities which are here before us.

Coming down specifically to certain regions with which I am more familiar. I come from Bihar and my district is bounded by a number of districts, many of which fall under the Santhal Parganas which is a region which has been left far behind from the mainstream for many years till now. There is no dearth of raw materials. There is mica; coal is available. Iron ore is possibly going to be found. This area deserves to be developed. That is why I am glad that the Minister gave an opportunity at the recent meeting of the Consultative Committee to place some facts before him. But I would like to bring to his attention about the long standing demand for a railway line from Sultan Ganj which is on the Southern bank of the Ganges via Belhar Katoria Chanden Deogarh, Dumka right up to Rampurhat. If this railway line is provided, it would open up the hinterland. The great advantage would be Deogarh is already on the Howrah-Patna-Delhi main line. This line would now be connected with the other line Bhagalpur and it has a good advantage.

Simultaneously there is already existing within this former district of Bhagalpur a railway line which proceeds from Bhagalpur up to a place called Bounsi. It has been in existence for a long time. This rail-road, I feel, should be extended whenever you visit new roads and it should be brought right up to a place called Mandar. Mandar is a tourist and a pilgrimage centre. It is very renowned in the State of Bihar and outside and large number of people would benefit if this could be considered.

I will not dwell on this point too long but I do wish to express my disappointment on two counts.

First of all, as regards those employees who are dismissed earlier under Section 14 (2) a promise was made by the outgoing Railway Minister and his successor who is no longer a Minister that these people would be reinstated. I was disturbed to hear during the course of the hon. Railway Minister's speech that he intended to take most of these people back and he intended also to be selective on those people he would seek out. After so many years, it is regrettable that this Government can still be aven revengeful for acts which may or may not be committed formerly.

I would request the hon. Minister to reconsider his decision on this matter and decide outright that every single person who was affected under Section 14 (2) would be reinstated. One surviving dependent of that family should be taken into railway service within a time-bound period.

At the same time, I am very anxious over the future of a very important railway junction which also happens to be on the main line between Calcutta and Delhi. Jhajha is a name which is quite familiar with the hon. State Minister. He may also have been there in which case he is perhaps.

Already informed that Jhajha at one time was a prime place where steam-engine used to be overhauled and garage repaired and maintained.

The last Minister under National Front Government had agreed that a diesel workshop would be set up in place of the steam workshop which is there. Now I believe with your electrification programme which is coming up there are grave doubts whether we are going to have further development of Jhajha. May I remind you that Jhajha is one of the oldest railway colonies of the EIR which existed before independence? It has a large acreage of land. A massive railway colony roughly of about, 7,000 families lived there at one time. The number has depleted today to approximately 2,500 families and should you continue with your electrification programme and not find other means of utilising these assets which the railway had at Jhajha, it will be a sad day when we find that this colony can no longer be there and the entire township of Jhajha will be displaced and their existence and the town's existence are at stake.

I would insist and urge upon the hon. Minister to consider making proper utilisation of the assets which the railway possesses in Jhajha so that the township or the colony is not harmed. There is a lot more which I wish to say. But I feel that I have taxed the patience of the House long enough. Hon. Deputy-Speaker has been very kind enough to hear me with patience so long. Finally, I thank him for the opportunity he has given to me.

With these few words, I conclude.

SHRI MUHI RAM SAIKIA (Nowgong): Mr. Deputy-Speaker, Sir, I thank you for giving me this particular opportunity to speak on this Budget. I rise to oppose the Budget because it is anti-people and inflationary in nature. There is a proposal in this Budget to increase the freight charges. As a result of this, the price of steel, pig-iron, iron-ore and cement will increase. There is also a proposal to increase the freight charge of coal. This increase will lead to increase in cost of power and as a result of this the poorer sections of the people have to suffer because of rise in cost of power. Then again, it is anti-people because there is a proposal to increase the fares in respect of second-class passengers. The hon. Railway Minister wants to take credit by declaring that up to 10 KMs there will be no increase second-class fares. But beyond 10 kms. there is increase. Most of the economically backward people who travel by second-class will be affected. They travel long distances. They will be taxed much. Not only that. There will be an increase of 20 per cent fares in respect of upper classes. What we find is that the people will have to suffer from rising prices, inflationary rates and rise in fares and freight charges. Already, the price rise is sky-rocketing. So, this increase in freight charges, passenger charges would add more fuel to the existing fire. We expected that there would be adequate financial provisions for development, innovations, extension of the existing railway lines. We also expected that new railway lines would be opened. The starting of construction of new railway-lines is the major source of employment. Lakhs and lakhs of people can be employed in Railways. Therefore, by offering new railway-lines, there will be employment opportunities for thousands and thousands of unemployed youth. But instead of providing more employment, the present move will result in thousands and thousands of people being retrenched. There would be large-scale retrenchment. This is a very sad state of affairs.

[Sh. Muhiram Saikia]

Sir, the railway-lines provide employment facilities to the economically backward people, poorer sections of the society. The other aspect is Railway transport is the cheapeast mode of transport for the weaker sections who travel from place to place. But the Railway Budget has disappointed us in this very respect because there is no such adequate financial provision for opening new railway-lines, extension of the existing railway lines. In this context, I would like to refer to a particular point. This country has already been suffering due to regional imbalances. I am coming from a particular region, the North-Eastern Region comprising Assam, Mizoram Meghalaya and Arunachal Pradesh and Nagaland. Even after 43 years of Independence, there is no improvement; no efforts are being made on the part of the Railways to remove the transport bottlenecks. The entire region comprising of Assam, Meghalaya, Nagaland, Arunachal, Tripura and Mizoram has been suffering from regional imbalances. There is no economic development at all. In other parts of the country, the development of industries – large scale industry, medium scale industry and small scale industry – is taking place. But due to lack of transport facilities, we have been lagging far behind even after forty years of Independence. We have been demanding for removing of the transport bottlenecks. But during this period of forty years of Independence, nothing has been done to remove the bottlenecks.

This region is full of natural resources such as oil, coal, lime-stone and also the region tops the list about the tea estates. There are more than 800 tea estates in the entire region and the Government of India earns the foreign exchange to the tune of Rs. 1500 crores annually. But even then the Government of India has not taken any steps for the development of the entire region.

There are very many public sector undertakings like the Oil India, ONGC and the Fertilizer Corporation and so on. But even those public sector undertakings and even the tea growers and the tea estates have been facing the problem of transportion of their finished product, transportaion of machines, equipment, raw materials to the ports and *vice versa*. Therefore, I appeal to the Railway Minister to make an effort to make the financial provision for development of means of communication of this particular region because people have been demanding for the rapid industrialisation of the area, the area which is full of natural resources. But the Government of India have not agreed to that. These are the long-standing grievances of the entire region. Unless these grievances are redressed, it would manifest in the form of violence, terrorism, insurgency and people will feel alienated. And the time will come when the people of the entire region may feel totally alienated from the national mainstream of the country.

Again we have been demanding for shifting of railway line from the Guwahati city because of traffic congestion. There are 19 level crossings within the city. Out of this, only four over-bridges have been constructed. Therefore, I demand from the Railway Minister to make a required financial provision either to shift the railway line or to construct over-bridges at the remaining 15 level crossings. Besides that there are two level crossings on the National Highway in the Nowgong district. The Railway Minister gave us an assurance not only in the Parliament but also in the Consultative Committee of Parliament to do something about it. But nothing has been done up till now.

Let me come to another point about the amenities to the passengers. We have been talking about punctuality in respect of arrival and departure of trains. But what we find is that irregularities in the time for departure from different point and arrival at different destinations have become an order of the day with rare exception of punctuality. Therefore, I urge upon the Railway Minister to maintain the discipline and punctuality of the train in respect of the time-bound departure and arrival at different points of destination.

What I find is that there is rampant corruption in booking offices. As my colleagues have already mentioned, corruption in booking offices are resulting in losses of huge revenue to the railway authorities. Instead of taxing the common people by raising the freight and fare charges the Railway Minister should give attention to eradicate corruption, so that the railway authorities are able to mobilise additional resources.

I again request the Minister to take certain steps for eradication or means caused by the railway hawkers. What I find at the time of my travelling from Delhi to Guwahati is that the entire corridor not only in the II Class but even in the I Class compartments that they are jampacked with the so-called hawkers. There is nobody to take care of that as if it is nobody's business. Officers are there, ticket-checkers are there, but they do not care to take any steps. Therefore, I urge the Railway Minister to take some steps to supervise the working of the Railway employees in the running trains.

You will be surprised to know that there is a booking office in Guwahati, which is the main railway station of Assam. That booking office is just like a prisoner's cell. I raised this question many times in the Consultative Committee meetings in the last four years and every time the Railway Minister gave me an assurance that something would be done for extension, renovation and improvement of the booking office; but still the same condition is prevailing there. Therefore, I urge upon the Railway Minster to give proper attention and take some steps at least for the renovation and improvement of the booking office.

The entire north eastern region has been lagging far behind, in comparison to other parts of the country. Therefore I urge upon the Railway Minister to cover more and more areas by railway lines, so that there will be ample facilities to the common people for their day to day movement as well as for the movement of goods from one place to another. Therefore I request the hon. Minister to take note of this so, that the economically and socially backward areas are covered more and more by railway lines, thereby giving ample facilities in the cheapest way, for movement from place to place of the economically backward people of the region.

Unless we remove the regional imbalance there will be problems of law and order in different parts of the country. There will be no peace and order. Therefore, I urge upon the Minister to take note of this because the railways play a decisive role for the economic development particularly in respect of agriculture and industry in different parts of the country.

With these words, I conclude.

MR. DEPUTY SPEAKER: Shri Era Anbarasu to speak. My request to all the hon. Members is that there are others to speak. The list runs to not less then 13 Members. Of course, it is in our hands to complete the speeches early.

SHRI ANBARASU ERA (Madras Central): Other Members have taken so much time. If you are cutting my time, it is not reasonable.

[Sh. Anbarasu Era]

**

(*Interruptions*)

Sir.

**

(*Interruptions*) yet me have my own time. Sir, I am happy, they are alert. (*Interruptions*)

SHRI RATILAL VARMA: You withdraw your words.

(*Interruptions*)

MR. DEPUTY SPEAKER: We will expunge it.

(*Interruptions*)

[*Translation*]

SHRI HARI SINGH CHAVDA (Banaskantha): Mr. Deputy Speaker, Sir, I have a point of order. Whenever any hon. Member speaks, it is not right to say that he is wasting the time of the House..... (*Interruptions*).....

[*English*]

MR. DEPUTY SPEAKER: Okay, we shall expunge it. (*Interruptions*).

MR. DEPUTY SPEAKER: All right, we shall proceed now.

SHRI BASU DEB ACHARIA : Sir, do you know the meaning of 'Anbarasu'? It is 'King if Love'.

MR. DEPUTY SPEAKER: King of Love? It is very good.

SHRI ANBARASU ERA: I want that all the people should like and love me. I do not want to antagonise anybody.

Mr. Deputy Speaker, Sir, I am very happy to listen to some of the experienced hon. Members' speech on the Railway Budget. But one thing which was so painful for me was that they said that the Budget is anti-people and anti-national. We should not utter such words, whatever may be the case. Tomorrow, our own friends may come to this side and I cannot call the Budget, if they submit, as anti-people Budget. No Minister will submit an anti-people Budget. (*Interruptions*) Therefore, it is nothing short of political motivation. The Budget may not be a populist Budget, but at the same time, it is a purposeful Budget, a meaningful Budget, a prospective Budget; we cannot deny it. I really appreciate the hon. Minister. This is a tall Budget from a short man! It is a good Budget. Mr. Jaffer Sharief has proved himself to be not only a politician, but also a statesman. He has planned for conversion of nearly 6,000 Kms of Metre Gauge into Broad Gauge which means that he is also planning for the future. So, he elevated himself to be a statesman;and I cannot underestimate the capacity of our Minister of State for Railways, Shri Mallikarjun, for his untiring efforts to keep the performance extremely good.

If every one start complimenting and praising our Ministers, then, complecency will set in. Therefore, I would like to point out certain imbalances, certain negative points of the Budget. Though I praise, at the same time, I want to point out certain imbalances. I do not know, how many hon. Members here have studied indepth about the allocation of funds for all the States. If you take out the analysis of allotment of funds to all the States, we find that definitely there is an imbalance.

**Expunged as ordered by the Chair

For Tamilnadu, not even five per cent of money is allotted. Tamilnadu is being neglected; not totally, but considerably it is neglected. Therefore, I feel that step-motherly treatment has been given to Tamilnadu. Whenever hon. Member belonging to a particular State becomes the Railway Minister, he pumps more money for his own State.

AN. HON. MEMBER: No I do not agree with you.

SHRI ANBARASU ERA: When Shri Ghani Chowdhury was here as the Railway Minister, he was more or less called as Malda Railway Minister. He pumped more money for Malda, for Calcutta.

When Mr. George Fernandes was here, he pumped more money. The Konkan railway is his baby. I am a Member of the Railway Convention Committee. Our hon. Member is also here. We went there. Most of the officers came and gave evidence that it is not a feasible project. It will definitely be a loss. It is not a practicable project. I do not know how our Railway Minister has allotted so much money for this project. Have a second thought to it. (*Interruptions*) I am not against the development of that area. (*Interruptions*) Anyway I am not against the development of the project.

SHRI OSCAR FERNANDES (Udupi): Sir, he should study the Konkan project and then only make his comments rather than making a sweeping remark which is not correct. Konkan railway is going to be the most successful line (*Interruptions*)

SHRI A. CHARLES (Trivandrum): Coming from the South, the 'King of love' is saying like that is really unfortunate. (*Interruptions*)

SHRI ANBARASU ERA: The report has been submitted before the Parliament. I do not have the difference of North or South. We are here for the wholesome development of our country as a nation and not of a region alone.

SHRI BHOGENDRA JHA (Madhubani): Is Konkan outside India?

SHRI ANBARASU ERA: It is not like that. I personally heard the officers giving evidence that it is not a profitable project. I only request the hon. Minister to think of viable alternative project. I do not want the hon. Minister to stall the project. But you take up the suggestion given by the officers in the evidence.

When hon. Prof Madhu Dandavate was here as a Minister, he pumped more money into Bombay. When our own friend, Mr. Scindia was there, he also pumped more money for the development of Central Railway Gwalior station.

Now coming to my State, I want to say that this railway budget is not a balanced one. For making a comparative study of the budget, I would read out: Bangalore-Hubli – Rs. 62 crore; Dindigul-Trichi in Tamil Nadu – Rs. 2 crore; Delhi-Rewari MG to BG – Rs. 28 crore; North Eastern Railway Burhwal-Sitapur – Rs. 40 crore; Secunderabad-Drunachallam and Secunderabad-Bolarum Rs.70 crore.

Our Minister of State for Railways, Shri Mallikarjun, is very very clever in taking Rs. 70 crore for Secunderabad. and Mr. Jaffer Sharief Rs. 62 crore for his State – Bangalore whereas for Tamil Nadu MRT, it is Rs. 14 crore. Don't you feel this is nothing but throwing popcorns before a hungry elephant? This is definitely throwing popcorns before the hungry elephant. This is the imbalance that I wanted to pointed out.

I would like to impress upon the Minister that there is a new project coming up in Anna Nagar-VilliVakkam. This is only a new BG

[Sh. Anbarasu Era]

line for running EMU service. This is only a small line.

20.38 hrs.

[SHRI P.M. SAYEED *in the Chair*]

SHRI SYED MASUDAL HUSSAIN (Murshidabad): Are you supporting this budget?

SHRI ANBARASU ERA: I am supporting. I am not opposing it. Wherever there is a lapse, I am trying to point out. (*Interruptions*)

MR. CHAIRMAN: No interruptions please.

SHRI ANBARASU ERA : I am unnecessarily being disturbed. What can I do?

MR. CHAIRMAN: You are inviting trouble.

SHRI ANBARASU ERA: The cost of the Anna Nagar-Villi Vakkam project which involves a more three-kilometre line, is about Rs. 5.8 crore. And how much money has been sactioned? Just Rs. 1000! For a project involving a cost of Rs. 5.8 crore, just one thousand rupees are sanctioned. It may be a token amount. But is this the way? I feel that it is nothing but insulting the people of Tamil Nadu and particularly the people of my constituency. I really feel offended. I have Rs. 5000 with me now. **

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI M.MALLIKARJUN): Sir, let the hon. Member take back his money. This is not proper. This amount of Rs. 1000 is alloted as a token amount. We have to take various factors into cognizance. This three kilometre-line will be completed.

SHRI ANBARASU ERA: This may be treated as a public funded project. I will collect Rs. 5 lakh more and donate it to the Minister.

MR. CHAIRMAN: Currency notes, etc. should not be exposed in the House. You please confine yourself to the subject.

SHRI ANBARASU ERA: I want it to be treated as a donation for public funded programme.

PROF. PREM DHUMAL (Hamirpur): I am on a point of order. He should not be doing that. It is not correct. It should not go on record.

MR. CHAIRMAN: I will see that it is not in the record.

SHRI ANBARASU ERA: Is allotment of just Rs. 1000 not ridiculous?

SHRI M. MALLIKARJUN : Let me clarify the position. This line has, not doubt, been included and it has been sent to the Planning Commission. The Planning Commission is yet to clear it. Since there is going to be good returns and since there is justification for this line, it is included. The hon. Member need not worry. Once the Planning Commission approves it, the required amount will be allotted and the line will be completed.

SHRI ANBARASU ERA: Then there is the rapid transit system in Madras. It was started during Indiraji's period. It is a nine-kilometre project and already nine years have elapsed. And now, what is the amount sanctioned? At the beginning, when the project was started, the cost was estimated at only Rs. 53 crores. But now, with escala-

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**Expunged as ordered by the Chair.

tion in prices, the project costs Rs. 108.5 crore. I would like to know who is responsible for this delay. Is the Railway Minister ready to take action against the erring officials, responsible for this long delay? I urge that severe action should be taken against those who are responsible for this delay. Now, for this project only Rs.14 crore have been sanctioned. Don't you feel that it is an injustice? Alloting only Rs. 14 crores for a project costing Rs. 108 crores is nothing but throwing popcorn before a hungry elephant. Am I not correct in saying so? This is a very very meagre amount. I urge the hon. Minister to allocate the remaining balance of Rs. 42 crores so that this project is completed. Kindly consider the further allocation of about Rs. 42 crores to complete this project within this Budget Session otherwise, further cost escalation will be there and he will have to come with a revised Budget.

In the Central Madras station there was a provision to construct a foot-overbridge. I do not know what happened to that project. Nothing has been heard about that. Therefore, I request the hon. Minister to consider this project on an urgent basis.

Central Madras Railway station should be renamed in memory of late Shri Rajiv Gandhi. I requested the Railway Minister to consider having a new route from Madras to Sriperumbudur where our leader, Shri Rajiv Gandhi was assassinated. That place has become a pilgrimage Centre.

During the last year some 50,000 people belonging to TNCC were arrested when they organised themselves to rename the Marai Mallai railway station as Kamraj Railway station. I also sustained a fracture in hand. In spite of our writing letters after letters the Railway Minister is silent on it. I would request the Minister to kindly consider it.

Sir, in our country Prime Minister after Prime Ministers are changing but the railway trade union leaders are never changed. This should be avoided by conducting free and fair elections for the railway unions. I request the hon. Railway Minister to announce elections for the railway unions and evolve a machinery to see that the elections are conducted fairly. Though some of the unions are recognised, some of the unions in the production unit have not been recognised. Unless these unions are recognised in all the production units, the employees problem will not be solved. I urge the Railway Minister to consider for recognition of these unions.

In my constituency there are a number of schools run by the private management. There all the railway employees children are studying. They have no service condition, and no proper salary is fixed for the teachers. I was a teacher in that school so, on behalf of the teaching community I appeal the Railway Minister to treat that school as the railway school and provide it all those benefits enjoyed by the ICF workers.

When you are going in for so many trade reforms, I would request you to dismantle the railway board. Why do you want the Railway Board? You send all the people to different regions. They are establishing a separate Raj here in Delhi. I am not against any Railway officials. You dismantle them. You work out a programme and let them sit at different regions and look after the developmental programmes of that particular region.

SHRI BHOGENDRA JHA: I hope, we will vote for the Cut Motion for removal of the Railway Board!

SHRI ANBARASU ERA: Instead of concentrating on retrenching employees, you concentrate on dismantling them. I am not against the Golden Handshake Policy. I am not doing that . But this point should be considered. This is a heavy burden on the exchequer. Therefore, if you could do it, it would be better. Due to awards by the

[Sh. Anbarasu Era]

Claims Tribunal, every year, we are nearly incurring a loss of Rs. 20 crores. It is a loss to the Railway revenue.

If you book a parcel from your Constituency, it will not reach Madras, on the way somebody will take away the parcels. If I book a consignment here, it will not reach Madras. Then the person concerned will go before the Tribunal, file a petition for damages and get the same. All these things should be checked. These malpractices in the Railways should be plugged and the money should be utilised for developmental purposes. With these words, I thank you very much.

SHRI V. DHANANJAYA KUMAR (Mangalore): Before Mr. Kumaramangalam leaves the House, I want to say one thing. We will have to sit for another one hour or one-and-a half hour more. I understand that arrangement is not made for food for the House Attendants. They will also have to stay with us here. Some arrangement should also be made for them.

THE MINSTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS AND THE MINISTER OF STATE IN THE MINISTRY OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI RANGARAJAN KUMARAMANGALAM): Sir, we are making arrangements. We are taking care of them. Do not worry.

MR. CHAIRMAN: Kindly make arrangements for our staff also. On such occasions, see that our staff is also served. Why do you want separate thing?

SHRI C.K. JAFFER SHARIEF : Those people who are sitting in the Press Gallery, they should also be included.

[*Translation*]

MR. CHAIRMAN: I would request all the hon. Members to express their views in brief otherwise, we will have to sit till morning.

SHRI RATILAL VARMA (Dhandhuka): Mr. Chairman, Sir, about railway Budget I would like to say:

> "Yeh Aisa Hai Budget, Log Ho Gave Upset,
>
> Samajh Me Ayega Late, Badh Gave Hain Bahut Rate,
>
> Kaise Karenge Ticket-Kiraya Set, Chinta Me Kam,
>
> Ho Jayega Sab Ka Weight, Yeh Aisa Hai Budget".

I rise to oppose it because the hon. Minister had assured that many new trains would be introduced throughout the country but a great injustice has been done to Gujarat. A train on a small section has been provided to Gujarat and in lieu of it, other trains have been withdrawn. Gujarat has not got any benefit and the passengers there are facing hardships that cannot be described. The Ahmedabad-Betad Local train which was cancelled one year back has adversely affected about one hundred villages and hundreds of farmers, students and employees are suffering. Therefore, I request to start this train again. We agitated to re-start the Ahmedabad-Bhavnagar inter-city train. We sat outside the station on a dharna, for eight days. We did not stop trains or damaged railway property. We raised our voice, but that train has not been started till date. That should be started again. Diesel engine should be provided instead of steam engine in Bhavnagar division. Loco shed was to be constructed in Bhavnagar and Rs. 5 to 7 lakhs were spent but now the work has been stopped. This work should be started again.

Besides, an over bridge should be constructed over the Bavla-Dholka section of Bhavnagar. Division. All the trains running between Surendranagar and Bhavnagar should be made regular. The train coming to Viramgam should be extend upto Mehsana and that should be linked with the train going upto Delhi.

Full time employees should be deputed on all the level crossings of Bhavnagar and Baroda Division so that the villagers, who have to stop for hours in case the crossing is closed, may not face difficulty.

The reservation quota is at Bavla, Viramgam, Botad, Gadhakda and Ballbhipur stations need to be increased in the all trains going to Delhi and Bombay. The casual labour working in Baroda Division and Rajkot Division should be made full time employees. Generally it is observed that Gujarat is not provided with sufficient number of wagons to carry coal salt or other essential goods. I urge upon the hon. Railway Minister that railway wagons should be made available to Gujarat according to its requirement so that the industries and the power generating centres may not have to face any difficulty there. The farmers will also be benefited by it. There is urgent need to link Dhandhuka with Barwala with a direct train and this is a long standing demand of the area. If this 50 kms. long railway line is completed, the people will be able to save half of their expenditure and benefit from this facility.

An over bridge or under bridge should also be constructed between Dhandhuka and Batwala and Dhandhuka and Bagodra. Likewise, an over bridge should be constructed between Chhokli and Viramgam. Similarly, an overbridge should also be constructed on the Nilkhi level crossing. An over bridge should also be constructed between Viramgam and Maandal. An over bridge should also be constructed between Umrala, Dhola and Ballbhipur in Bhavnagar Division.

We have decided to celebrate Baba Saheb Ambedkar Birth Centenary this year in the memory of Baba Saheb Dr. Ambedkar. I demand the hon. Minister of Railway to introduce Baba Saheb Ambedkar Shatabdi Express this year from Ahmedabad to Bombay so that we may pay our true tributes to Baba Saheb and the people of are Gujarat also benefited.

In Gujarat many small industrial cities are coming up, I demand to connect them with inter-city trains with a view to provide them facility. From many points of view, Ahmedabad is a very big city. It is the nerve centre of Gujarat. I demand to introduce a circular train for the city without any delay with a view to provide facility to the people there.

We have continuously been demanding to make Ahmedabad the headquarters of Western Railway, ever since the period of Shri George Fernandes. I strongly demand the present Minister of Railway to shift the Western Railway Headquarters to Ahmedabad immediately. Moreover, the longstanding demand to convert the meter gauge give between Ahmedabad to Delhi into broad guage should be met immediately.

We have observed that many trains keep standing for 5 hours after arriving Ahmedabad. If these trains are run for two or three hours as inter-city trains, the local people will be benefited and the Railway also will receive more income. I hope the hon. Minister of Railway will pay his attention to it.

Moreover, electric trains should replace the coal and diesel engine in Gujarat because it has many benefits. I request the hon. Minister to pay attention to it and take necessary measures Mr. Chairman, Sir, no M.P. from our area has ever raised voice in

[Sh. Ratilal Varma]

support of the demands of the area. The result is that the entire Saurashtra is lagging behind in every field. There is not a single train to reach Delhi directly from Rajkot. One train Hapa Express starting from Jammu Tavi run perhaps once a week. I demand that the Jammu-Tavi Ahamdabad train should be extended to Rajkot so that the people of Rajkot may get direct train for Delhi.

During summer vacations, the widows, jobless educated youths should be given the facility to sell drinking water and food articles so that they may earn during vacations to meet their expenses on their studies. This will help the poor people also.

These days some promotee officers of the Railway are sitting on relay hunger strike. I demand the Minister of Railway that if any Railway employee has any difficulty, he should listen to his grievances and help him to lessen his difficulties so that the passengers may get better facilities.

I had met the Chairman of the Railway Board to re-start the Ahmedabad-Botad local train and I request the hon. Minister that train should be restarted at least on trial basis for 3 months. If you do not find it viable, withdraw it. I will have no objection. Similarly, he Ahmedabad-Bhavnagar intercity train should be reintroduced so that the long-standing demand of Saurashtra is met.

With these words, I express my thanks or giving me time and hope that the hon. Minister will pay special attention to Sau-ashtra.

21.00 hrs.

English]

DR. VASANT NIWRUTTI PAWAR(Nasik): Mr. Deputy-Speaker I thank you very much for giving me this opportunity to take part in the debate on the Railway Budget. I would like to analyse, and appreciate the railway Budget and the Railway Minister.

The Railway is the principal mode of transport in India and it is for the poor and the middle class people. India's is Asia's biggest railway system with 62,211 route kilometres, 7000 stations and 16.24 lakh staff members. There are 13,139 trains and out of this about 7,428 are passenger trains. Every day 10 million passengers travel and last year that is, 1991-92 the Railways had lifted 334 million tonnes of freight.

It is said that the low aim is to reduce the crime. Hence the Indian Railways have prepared a corporate plan with the high ideal of targets like having by 2000 AD 370-400 billion tonnes km of freight, 310-330 billion passenger km 105-110 billion passengers in suburban and non-suburban trains, to achieve a reduction of 15 per cent in costs, to maintain quality and reliability; to improve the punctuality from 80 to 86 per cent, to improve additional capacity, to maintain a surplus in the budget, and reduction in accidents.

I am sure that the Railway family is taking pains and is gearing up to achieve these targets. Now-a-days road transport is preferred by the people. So, the Railways should not be in the dark. They should attract more people to use the rail transport and they should struggle hard for this.

In the Budget for this year 1992-93 the provision is for Rs. 5700 crores and three-fourths of the revenue is coming from freight traffic. Last year the goods earnings were to the tune of Rs. 9222 crores and passenger earnings are Rs. 3493 crores.

The speciality of this Budget is that about 675 km of track will be electrified, 2800 km of track will be renewed and 314 km of new lines will be laid. I am sure that this planning will generate maximum employment for our people.

It is also proposed to increase the rolling stock of wagons to 25,120, to have 231 EMU coaches and increase the number of others up to 2125. The number of diesel locos will increase to 180 and that of electric locos to 117. This is a good plan budget.

I shall now give the following suggestions:

The freight rates have been raised by 7.5 per cent and the passenger tariff has also been raised. The fare and freight committee under the leadership of Dr. Nanjundayya is going to look into the passenger and freight structure, etc. I would like to point out to you that the hallmark of the previous policy was cross subsidisation of passenger traffic by freight traffic. I appeal to the hon. Minister to try to adjust the balance and reduce the Second Class fare to an affordable limit in suburban and non-suburban areas.

The priorities in the Budget have been changed to gauge conversion and improvement of the rolling stock. This will generate employment.

The provision for new lines and doubling of railway track has been reduced. In Maharashtra, the Konkan Railway has been given some provision but it is not sufficient. The previous speaker has mentioned that the Konkan Railway is not feasible. But I strongly object to that. The Railway is for the benefit of the common man and for the transporting of Indian people and not only that; the amount earned will make the budget surplus. This Konkan Railway is going to connect three States, and thus the people of that area will be benefited.

In this budget 15 new trains are introduced. But there is no new train in Maharashtra. There is no new track in Maharashtra.

Last time also I had suggested that in my constituency from Pune to Nasik Road to Waghai to Billimoria and to Surat if a train is introduced, two States will be connected, that is Gujarat and Maharashtra. The Adivasis of the region also will get the benefit and three industrial towns will be connected. I will request the hon. Minister to have a survey of this track and see whether this railway line is possible. The survey for the line, Manmad-Maleguon-Nordana has already been completed. But I do not know what has happened to that. The broad-gauge line between Aurangabad and Manmad has been completed. I compliment the Railway Minister for this. But Aurangabad-Manmad trains have now been made as express trains. There is no passenger train from Manmad to Aurangabad.

There are two stations in my constituency, Nagarsul and Tarur. But there are no stoppages at these places. Previously there were three stoppages for the passengers. But now there are no stoppages. I request the Minister to look into this.

In my constituency, for the track renewal proposal from Kassara to Igatpuri the estimates about Rs. 4,39,89,000 but only a provision of Rs. 1,00,90,000 has been made. For the track renewal proposal from Ghoti to Aswali, the estimate was Rs. 1,74,58,000. But only a token provision of Rs. 1 lakh has been made. From Kasobe Sukene to Lasolgaon, the estimate was Rs. 3,15,34,000 and only a token provision of Rs. 2 lakhs has been made. This track is the maximum revenue earning track for the Railways and there is a lot of traffic for passenger as well as for the freight. I request the Minister to increase these provisions so that the track renewals will be completed very soon.

[Dr. Vasant Viwrutti Pawar]

There are about 37,079 level crossings in our country. I had requested in the past to add to this number by giving a level crossing at Kusmudi Taluka Yeola, where there is an urgent need.

I am once again demanding overbridges at Lasolgaon Niphad and Odha, where there is a maximum traffic by road and it is the biggest market of our country.

Last time I had requested for the computerisation of Naisk This time, not a single city from Maharashtra has been included for computerisation. So, I request the Minister to computerise Nasik for the reservation of railway tickets.

The goods wagons are in lakhs. But still there is a shortage of wagons. In my constituency, onion, grapes and vegetables are the goods which generate maximum freight traffic. There is a lot of shortage of wagons and rakes. They must be properly supplied because there are the perishable items. I request the Minister to arrange for the supply of wagons and rakes in time at Nasik Road, Deolali, Kasabe Sukene, Niphod, Lasalgaon, Manmad and Yeola.

I thank the Minister for creating "own your wagon" and "own your container schemes. I request the Minister to introduce "Air conditioned wagon" and "Air conditioned container" schemes for grapes and vegetables.

Nasik is growing very fast industrially as well as agriculturally. It is the biggest pilgrimage centre of the South. There is a maximum passenger traffic. You can start a parallel Panchavati Express running between Bombay and Manmad and Manmad to Bombay and also from Bombay to Delhi via Nagpur.

As on today, Naisk Road station is having only one train, which comes to Delhi, and that is, Punjab Mail. I would be grateful to the Minister if he can extend the Shatabdi Express from Bhopal to Bombay or start a new train from Bombay to Delhi via Nagpur so that maximum passengers will be attracted for this.

I know that the stoppages are limited for Gitanjali Express. But at Nasik Road, there is no stoppage for this Express. I request the Minister to give a stoppage at Nasik Road. Also there is a feasibility for starting a local train from Manmad to Igatpuri. I request the Minister to look into this proposal and see whether a local train from Manmad to Igatpuri can be started.

In my constituency, Nasik Road, research activity on Railways is going on. There is an institute called Indian Railway Institute of Electrical Technology and for that Institute, our Minister has sanctioned Rs. 33,98,000, and for rehabilitation of SLS and traction motor frames, Rs, 54,40,00 have been sanctioned. The fires are in lakhs, not in crores. I will request the hon. Minister to increase the provision so as to give maximum benefit to our research institutes.

For modernisation of Manmad Workshop, there is a provision of Rs. 79,000. I think this also must be increased because the estimate is about Rs. 12,96,000.

When these institutes were built up, the land owners had given their land within no time ten years ago, but the children of the farmers have not get any employment so far. Last time I had requested the minister that we cannot give them permanent employment, they must be adjusted where track renewal work is going in the Central Railway area.

There are maximum derailment accident in 1991-92, that is, 343, and 68 per cent of them are because of failure of staff. I will request that there should be some research done as to why these maximum derailments are thing. This should be investigated and a research must be no.

The staff must be trained for automatic Track circuiting must be done. Safety measures should be implanted and modernisation should be thought over.

I appreciate the policy of privatisation of stalls. That will definitely improve the service which we are getting in the Railways.

There is a proposal for the railway land to be used commercially. There is about 4.19 lakh hectares of land which is owned by Railways. I think it should be the last resort to use the land commercially.

The slum dwellers on Railway land must be allotted that land.

There is a provision that the ex-MPs. are given a facility. So, I thank the Minister on behalf of ex-MPs. I think every Member is going to be an ex-MP in future. So, I thank the Minister.

With these words, I support the budget and thank the Chair for giving me an opportunity.

MR CHAIRMAN: I request all the speakers to confine their speeches to five minutes or at the most six minutes. Please cooperate with the Chair. Otherwise we will not be in a position to finish the discussion today.

[*Translation*]

PROF. RASA SINGH RAWAT (Ajmer): Mr. Chairman, Sir, I am on a point of order. Some staff members had gone to take their meal, but in spite of your orders, they were denied. You should issue clear orders in this regard so that the staff members may have their food there. I am also coming back after taking my food there. There is no arrangement for their food.

SHRI RANGARAJAN KUMARAMANGLAM: Arrangements are being made for them. (*Interruptions*)

MR. CHAIRMAN: Arrangements are being made.

[*English*]

I think every time when the House sits late and when we make arrangement for the members, all the staff should also get the food. Now, Shri Bhogendra Jha.

[*Translation*]

SHRI BHOGENDRA JHA (Madhubani): Mr. Chairman, Sir, due to shortage of time I will be brief. The first thing is that I am opposing this Railway Budget and I am opposing it because certain things in the budget compels me to oppose it.

When the Minister of Railway had talked of change and new thinking in his speech, we had a little hope. The Railway Board is the testimony of the British era. That time there were different private companies and there was no separate Ministry for that. So at that time there was the need of the Railway Board. But now it is not necessary. When we can have large ministries like Agriculture and Finance Ministry then where is the need to have a separate Board in the Railway Ministry. The Ministry of Railway can serve our all purposes and I have also moved the cut-motion for abolishing the Railway Board. I would like to have division on it tomorrow. If the hon. Minister gives some assurance to the House before that, it will be indicative of a major change in the Railway.

Issues are raised about the railway

[Sh. Bhogendra Jha]

employees. In order to improve the Railway the Cooperation of its employees, officers is also necessary. Our cooperation is needed in the last. I would like to request that the Ministry of Railway should take some initiative in this regard and the hon. Minister of Railway should give an assurance while replying to the debate that there will be only one workers, Union in Railways and no other Union will be allowed to function there. It should be decided by secret voting as to which Union should continue to function in Railway and its terms should also be decided whether it be 3 years or 5 years. The Railway workers should also cooperate in running the trains on time and checking the theft of coal and in ensuring that no damage would be caused to railway property. All the railway employees and officers should be associated in it and made accountable. I would like that work should be started in some Railway zones on trial basis which will be an example. If it is done, I take the responsibility of the Samastipur zone to ensure improvement in the rail transport by the cooperation of some employees. This should be started in 10 or 15 zones of the country on an experimental basis. I would like to state that the hon. Minister had given an assurance that the Government would look into the cases of the employees whose services have been terminated. Those employees who are not guilty of corruption or theft of railway property but have been punished merely for participation in agitation would be reinstated immediately. Now I would like to cite an example. Shri Yogi Paswan, who belongs to the Scheduled Caste is an honest employee. It was alleged that he had participated in a demonstration organised in front of the office of the General Manager in Narkatiyaganj. The allegation was true, but should he be punished for this minor offence in such a way that he is ruined for ever. This is beyond one's comprehension. It is not the only case. There are a several other such cases in which employees do not have any other allegation against them except participating in the demonstrations and they also admit this allegation. Therefore, Government's attitude towards employees should also be changed. As I have stated Shri Yogi Paswan hails from Narkatiaganj in Samastipur and he had participated in the agitation. He had no other charge against him. Therefore, the persons alleged of including into corruption should be kept in a separate cateogry. I do not want them to include in the List of those who participated in the agitation. I want that no union leader should plead for the corrupt persons so that some improvement is brought about in the Railways.

It is very essential for the Railway to take some steps. Demands for bringing about improvement is being raised from every corner of the country. In certain areas there is improvement, but there is an area where no improvement has taken place. In some areas railway facilities have rather declined. That area in Mithila in North Bihar. When we were students, we used to go to Guahati via Darbhanga Janbali. There was a railway bridge which has been destroyed by Kosi river. Till today that rail bridge lies broken and has not been constructed. In the Western part, people used to go to Mathura, Vrindawan or Jodhpur directly from Darbhanga, Madhubani Sitamarhi, Narkatiganj, but the bridge between Bagaha Chhitomi which was destroyed by the river Gandak, has not been reconstructed till date. It was delinked both from the East and the West. People from Patna too used to come here on the narrow gauge line. But the broad gauge line was constructed upto Muzaffarpur, Samastipur and now it has become almost impossible for people to reach Patna. In my opinion there is hardly one person among one lakh passengers who may prefer to go to Muzaffarpur from Darbhanga, Madhubani Sitamarhi by train since he would have to wait for three to five hours at Samastipur.

That area is very backward and Darbhanga is the only one centre on the border of north India from where four rail lines go to the Indo-Nepal border areas - Raxaul, Jaynagar, Lauka Bazar, and Nirmali. This is very important from every point of view. It is very useful for promoting trade and transport with Nepal nobody would have different opinion so far as the matter of having close relationship with Nepal is concerned. It was decided in 1974 to convert the meter gauge into broad gauge line upto Darbhanga.

For this Rs. 18 lakh in 1982, Rs. 60 lakh in 1983 and Rs. 4 crore 9 lakh in 1990 were provided in the Budgets for this purpose. I was pleased to receive a letter from the hon. Minister stated that the work is going to be started on it from 12th December. In spite of all these things the money provide in the Budget has not been made available. I would like to request the hon. Minister to take initiatived in this regard. This is the area where 6 couple trains were cancelled. I would like to express my thanks to the hon. Minister who gave me his letter on the 12th December, we sat together and discussed it. He asked the officers also to do everything what is possible. Out of 6 couple trains only one couple train Darbhanga-Jaynagar has been restorted. That train was cancelled on the ground that it was likely to be damaged in anti-reservation agitation. Sir, I am happy to assert here that we made every effort to save property from being damaged in anti-reservation stir is Samastipur, Sitamarhi, Champaran districts. Six couple trains were cancelled that time and even today 5 couple trains stand cancelled. I request to restore at least trains of our area.

Mr. Chairman, Sir, there is an issue of increase in railway fare also. If the theft of coal cannot be checked totally then at least it should be controlled to some extent. There are five coal mines in our area from where coal of good quality is supplied to private sectors and coal of interior quality is given for the railway engines. It disturbs time schedule of the trains. The theft of coal is committed while being transportated.

It has become, source of livelihood for some persons. Therefore, certain stern step should be taken against them. The employees too should also cooperate in this task. Some employees are also involved in bungling, but most of them will co-operate, if you make efforts to change the atmosphere. Common people will also be affected by the hike in railway fare. You should consider as to how you can check the hike in railway fare and freight rates. If you can't withdraw the increase altogether, you may at least decrease it to some extent so that general public may not be affected by it. It will be a great thing, if you withdraw the hike in second class railway fare. Earnings can be raised by preventing wastage and theft in Railways.

Concluding my speech, I again repeat that as far as this budget is concerned, we oppose it and we will continue to oppose it.

SHRI SYED MASUDAL HOSSAIN (Murshidabad): Mr. Speaker, Sir, I would like to give two-three suggestions to the hon. Minister. The Government has no need to get these suggestions sanctioned from I.M.F. and World Bank. The Government can do it easily.

You know that a new programme is being launched in our country to make the people of India cent-percent literate. A campaign against illeteracy is going on. It is obvious that this programme is conducted in mother tongue of the people. My suggestion is that the reservation chart should be prepared in the official language of that State from which state the train starts. Suppose, new literates come from Maharashtra or West Bengal or Assam they would neither know English nor Hindi. They would know only their Mother tongue. If the reservation

[Sh. Bhogendra Jha]

chart is in their mother tongue, they can easily read the chart and get their seats in the compartment, without the help of others.

Secondly, Syaldah-Ladpura area is the most neglected area of my constituency. The Government has done nothing to that region. Today also, I will not demand anything for that region. I will say only that my constituency Murshidabad was once a great capital of Bengal, Bihar and Orissa. You know the history of that region. There is a big museum at Murshidabad which is known by the name of Hazaridwar, because there are one thousand gates in it. This museum is not inferior to Salarjang Museum in any respect. A deronitory should be made here and it will cost only 10-12 lakhs of rupees. I am not demanding electrification or laying of double lines or introduction of a new train.

Thirdly, I would like to say about Bhagirathi Express. This train was introduced when Gani Khanji was the Minister for Railways. It covers a distance of 238 kilometers in 6 hours and the name is given to it is Bhagirathi Express. My demand is that either increase its speed or convert it into a Mail train so that the fare may be decreased.

The fourth point is that there are two railway lines for North Bengal from Howrah. One is Katwa-Ajeemganj via Ajeemganj and other is via Bolepur. There are 5-6 trains from Bolepur. But in Ajeemganj section, there is only one train i.e. Kamroop, which reaches Murshidabad after 12 p.m. The reality is that people travel a distance of 900 kilometres via bus to reach Murshidabad from North Bengal, because there is no train. Please try to introduce a new train on this line too. My one suggestion is that at present there is nobody to take care of super fast express trains like Rajdhani and Ac two tier trains etc. There is a limitation in respect of luggage in these trains, but if you travel by it on some day, you will find that each passenger has 10-12 bundles or packets. Nobody bothers for their weight. Try to check this bad practice. The employees of Rajdhani Express are under pressure because of long waiting and R.A.C. lists. They can't adjust these passengers due to lack of coaches and face a lot of difficulties. The pressure on the employees should be reduced.

The last thing is about railway hawkers [illegible] I have full sympathy with Railway [illegible]awk[illegible] The number of railway hawkers will increase due to new industrial and exit policy. Nobody can control this increase. If the Government do not think about them, it will create a great difficulty. Therefore, my suggestion is that if the Government can't check their increase, at least it should provide them licences and identity cards so that they can earn their livelihood from it. If R.P.F. and GRP personnels do not allow them to work on the Railway stations, they will become anti-social elements. In my State, West Bengal, there are 45 thousand railway hawkers. The labourers of closed down factories, work as hawkers on the stations. If you want to prevent these 5 thousand hawkers from becoming anti-social elements, you should provide them licences. Railway will also get revenue from it.

With these words, I conclude.

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[*English*]

SHRI SUNIL DUTT (Bombay North West): Sir, I rise to support this Railway Budget. I congratulate our hon. Minister, Shri Jaffer Sharief who with his wisdom and experience has presented to the nation, a Budget worthy of the stature of India. It pains me very much when most of the hon. Members of the Opposition call it anti-national Budget and refer to the World Bank and the International Monetary Fund. Q Whenever anything happens, I do not know from where the World Bank comes or the International Monetary Fund Comes.

Hon. Minister, I do appreciate, I compliment you, But I am very sorry for keeping you wait in the month of Ramzan and we deprived you of Roza Iftar also. This is the time that you must go to bed. You have to get up for having Roza. It is also very vital and we are very grateful that you have given so much of your precious time to the House. I am very grateful to all the hon. Members also that they stood by the House they are with us in this moment that we complete the discussions.

Hon. Minister: I really admire and appreciate that you have shown in this Budget an estimated growth in all spheres. You have shown 5 per cent estimated growth in pasenger traffic during 1991-92.

You have shown estimated growth in freight traffic at 337 million tonnes than the 318 million tonnes of previous year.

You have actually introduced 15 services by 1st July, 1992 and 19 more to be functioning by 1992-93.

You have thought of passenger amenities which are generally lacking very badly in the railways and I am sure with your wisdom and with the cooperation of your staff and your colleagues, you will be able to bring in those amenities which are very badly needed.

Many colleagues of ours have mentioned that there is no proper hygiene especially in the Bombay suburban stations. There is no proper arrangement of toilets in the stations. There are 5.1 million people who travel long distances, 30 or 40 miles. I visited many of the railway stations. The toilets are very filthy. The toilets are available only for urinating. Other facilities are not there.

You have talked about catering.

38 per cent of the total route is metre gauge and you have thought of changing the entire system into broad gauge. That is very very essential and it is very encouraging. This will bring in a growth of economy. Especially in the backward areas, there will be a great movement if broad gauge is introduced there.

In this present set up of economic crisis, every penny matters and you thought of generating new resources and especially on the property of railway line. It is really worth commending. Some of the hon. Members thought that it may not be very wise and I generally feel that you must have a trial in big cities.

You have mentioned in your speech that the Government of Maharashtra is cooperating with you. Let us start a beginning in Bombay and we assure you that in Bombay itself, this sort of a system will give you lot of money. But one thing we want that money should not be utilised for any other purpose. It should be utilised for the betterment of Bombay commuters. When I have been abroad, I have seen that in all the railway stations, there are banks cinema houses, shops and everything, whatever can be required it up there. They have built up all facilities in the railway stations. There are hotels over there so that the commuters or long-distance commuters, if they want to stop over-night there, they can use rooms over there. They need not rush here and there. They add to the comforts of the commuters.

All these would never have been there if the people had no vision at the time of designing of railway budget.

The most important thing that is done to the railways is electrification of the railways. By this, you will be saving lot of petroleum-

[Sh. Sunil Dutt]

based energy and this will be a very fine contribution and I feel that on this matter, the faster you do things, the better it will be. One thing is there where I sincerely differ with the hon. Minister. I was very happy when he had set up the Railway Fare and Freight Committee headed by Dr. D.M. Nanjundappa, an eminent transport economist. I was waiting for his Committee's total report. It would have been very nice if we had waited for his report to design and finalise the railway fare and freight charges for the commuters and the goods. But the hon. Minister has not waited for that. As far as the commuters are concerned, we feel it is a great burden put on them.

Sir, the entire thing was painted so beautifully. The hon. Minister's speech part-I is really beautiful. The more you read it the more you feel how much beautiful it is. Everywhere there is plus-side; there are profits; there are profits in the Indian Railway Finance Corporation; there are profits in the Rail India Technical and Economic Services; there is profit in the Indian Railway Construction Company. All these beautiful things were happening. When I was hearing the speech of the hon. Minister I was in a dream-land. I was dreaming something beautiful was happening. But all of a sudden, the dream got shattered when Part-II came. When the Part-II came – especially the last page 19 containing - para 31.9 (iv) - there all those dreams got shattered.... (*Interruptions*). It was like this: I will explain to you in Hindi.

[*Translation*]

On the eve of Bakar-Id, male goat is fed in a better way for one month and after that the same male goat is sacrificed.

[*English*]

SHRI A. CHARLES (Trivandrum): Please tell it in English.

SHRI SUNIL DUTT: Sir, there is the *Id* festival in the Muslim Community. It is called the Bakrid. There, they have a sacrifice of the goat. They feed the goat for more than one month. They feed it everyday with the best of food and in the last day of the *Id* they put a knife on the goat. In the same way, we were being fed with such beautiful visions, beautiful things of the Budget. But all of a sudden, when the time came on the commuters' fare, at that time we really felt that there is a sword on our neck. (*Interruptions*)

In that, I think all of our Members of Parliament from Bombay whether they belong to the ruling party or the Opposition, they are all one – including our leader Shri Murli Deora. This hike is tremendous and the hike is from 5.7 per cent to 61.7 per cent. This hike is really too much. Earlier, in July also, there was a hike and with all our request also, you were kind enough to refuse it. But at this time you should be a little more kind enough to us to see to it that this entire thing is wiped out. It is really causing concern as far as the commuters are concerned. I was reading somewhere in the newspapers that on the day of the Railway Budget one of the Board Members of the Railways said that the commuters are a pampered lot. These were the words used by him. But I would like to tell you that we are not the pampered lot; the commuters are not the pampered lot. They are the poor people. They come from different walks of life. They are servants in some houses. There are people who carry food to deliver to different offices. There are people who carry milk; there are people who go to offices. And all those people who are there are not the rich people who commute on trains.

Then I would like to tell you that according to Shri Arun Mukashi a Consultant with the Tata Consultancy Services, the number of trains that run and the number of commuters who travel, ten commuters occupy one square metre of space in the suburban train during peak hours. Therefore, I want to know from the hon. Member of the Board in what way the commuters are the pampered lot. Indian Railways have got strict rules about how many live animals can be carried out in a wagon of a specified dimension. Any breach of rule is an offence. But ten people occupying one square metre of space is worse than the animals. With all these things happening, still the people commute. They do not commute for Luxury. They commute because of necessity. Therefore, my request is that you must waive off this new hike on the monthly fares and season tickets and this hike should be totally waived off.

In my Budget Speech last year I had mentioned that hardly one and a half bogies were kept for women. I feel that there should be two bogies in every train for the ladies who travel because in Bombay, there are more number of ladies who go for work. My request is half of the bogie should be kept reserve for the disabled people because ten per cent of our people are disabled and no department cares for the disabled in any sphere. Therefore, my personal request is half a bogie should be reserved for the disabled people.

Another thing that I would like to convey is that there is a terminal that has come up in Bandra East. But it does not function because the road that the Railway Department wants to have, will cut down so many *jhopar pattis*. People have been living over there for the last 25 years. I feel that a decision should be taken that road can be put. I want the engineers of your Department to come and meet us and we will go to the locations and we can tell them that there can be a straight road from the terminal that can join the main road.

Lastly, I compliment you because your a Department is a symbol of secular India, trains are a symbol of secular India, trains are the symbols of integrity, trains are the symbol of unity of India. In any sphere of life you go you have to mention about your caste, religion, creed along with your name, be it at the time of admission to a school or in the case of a job. Even if you want to have a political ticket for fighting elections, you have to give details whether you belong to Scheduled Castes or Tribes ad so on. But here in your windows you give tickets to everyone without asking for the religion, without asking for the caste. You are the symbol of secularism you are the symbol of national integration, you are the symbol of unity of India. I feel you will keep that flag flying because there are only two departments of the country which can keep the flags flying. One is the railways and the other one is the film industry. In the film industry we never ask whether one is a Hindu or a Muslim. Indian cinema is also the symbol of secularism and national integration. Since I have praised you so much, I hope you will listen to our request and waive off the hike in the season tickets. Thank you.

[*Translation*]

SHRI VILASRAO NAGNATHRAO GUNDEWAR (Hingoli): Mr. Chairman Sir, I support the Railway Budget of 1992-93. Board-gauge lines in Marathwada area of Maharashtra are very few. Recently hon. Railway Minister has inaugurated 120 kilometre Manmad-Aurangabad broad gauge line after a long wait. This is a good initiative by the Government in this direction. Railways are meant for all i.e middle class, lower class and higher class people. I demand that the increase in the fare of upper class and second class should be reduced to half. There should be a broad-gauge line in my constituency, Aurangabad via Parbhani and Nanded to Hyderabad. Irrigation facilities are adequate in Marathwada region and the

[Sh. Vilasrao Nagnathrao Gundewar]

land is very fertile. If this line is laid, the farmer will be able to send his produce directly to big cities and he will also be able to have a good price for his crops. At the same time, there will be industrial development and big mills and industries will come up in Nanded and Parbhani districts. There is a big historical Gurudwara of the Sikhs in Nanded. Devouts from within this country and from foreign countries come here to pay obeisance but in the absence of broad-gauge line they have to undertake difficult journey for other places as they have to get down either at Aurangabad or at Manmad. If a broad gauge line is laid here, they will have no difficulty and the revenue will also go up.

Secondly, the 20 percent increase in the upper class passenger fare should be curtailed. Besides, the suburban trains, which are mostly used by the working class and middle class people, in Bombay 75 percent travel by these trains only, the increase in monthly season tickets and passes should be reduced at least to half otherwise it will be an additional burden on them. In its place more stress should be laid on crubing rampant corruption in the railways so that there may not be any need to increase the fare. The theft from railway godowns and the theft of railway goods should be stopped so that there is no loss of the revenue. Improvement in catering service is also needed. As far as the tea and snacks are concerned, one cannot make out whether he is taking hot water or whether there is water in milk or milk water.

Privatisation of the catering service is going to be done. We should give a deep thinking before handing over it to the contractors otherwise not only the rates of the eatables will increase but sub-standard items will be supplied. The Jaipur Express from Kacheguda runs through four States, it should be extended up to New Delhi. This is a longstanding demand. According to my knowledge this work was to be done last year only but it has not been done till now. So, this train should be extended up to New Delhi immediately. Likewise the Nanded railway division has been approved but the work has not started by now. That should be started immediately. There should be a direct train from Delhi to Aurangabad with the reservation quota facility at Parbhani.

With these words, I extend my thanks to Jaffer Sharief ji and congratulate him for presenting a very good Railway Budget.

*SHRI V. KRISHNA RAO (Chikkaballapura): Mr. Chairman, Sir, The Hon'ble Railway Minister has presented the Railway Budget in this august House for the year 1992-93. I welcome this Budget.

[*English*]

MR. CHAIRMAN: Mr. Krishna Rao please be brief...

[*Translation*]

*SHRI V. KRISHNA RAO: Yes, Sir, I will be brief. Sir, this years Railway Budget is the common man's Budget. I thank the Hon'able Railway Minister for presenting such an excellent Budget. Last year it was 175 crores of rupees surplus Budget. This year it is Rs. 435 crores surplus Budget. The plan outlay is 5700/- Rs. 5700 crores of rupees. In my opinion this should be increase by atleast 300 crores of rupees. This increase in the plan outlay would help the Govt. to complete the ongoing railway projects. I am very happy to mention that the operation has increased by two percent.

The Hon'ble Railway Minister has taken the bold step of introducing fifteen new trains.

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* Translation of the speech orginally delivered in Kannada.

Eight of them have been introduced in the Sourthern region and seven in the northern region. I urge upon the Hon'ble Minister to introduce some more trains in the Southern parts of the country.

A new era has started in the history of railways by introducing Rajadhani Express from New Delhi to Bangalore via Hyderabad. I request the Hon'able Jaffer Sab to introduce Rajadhani Express to the cities of Madras and Gauhati also.

Now the Hon'ble Minister is bringing revolution in Railways. He has decided to convert the metre gauge lines into broad gauge. We never expected to see such a miracle. Even our grand children did not expect to witness such a magic, our Hon'able Minister is doing magic in Railways as Ghatotgaja did in Mayabajar. During the 7th five year plan only 320 K.M. Rail line was converted into broad gauge. But now the Minister plans to convert atleast 6000 Km. Rail line into broad gauge during the 8th plan period. This astonishing figure is really a wonder in our country. This conversion would enable the industries to develop very fast. The conversion work should be taken up from Kanyakumari to Kashmir and from North East States to Rajasthan and Gujarat. The centre would be providing employment to about 36 thousand persons to costruct one Km. Rail line. Lakhs and Lakhs of unemployed persons would be getting employment and hence the approach of the Minister is appreciated by one and all.

Some of the members from the opposition benches were mentioning about the increase in fares. Of Course there is some increase is fares of superfast and suburban trains. The opposition party members should not forget the fact that there is no increase in the freight charges of essential commodities like sugar, kerosene, jaggery, diesel, food grains etc. This step would definitely check inflation.

22.00 hrs.

The centre propose to complete electrification work of 1553 Kms. My colleague Shri Anbarasu was telling that the Minister is favouring Karnataka State. There is no injustice to any State. This fact would become crystal clear if you look into the development of Railways in different States. Karnataka was not at all there in the map of Indian Railways. There were several persons from Karnataka who become Railway Ministers. Mr. Poonacha Mr. Kengal Hanumantaiah, Mr. Pai, and others from Karnataka were Railway Minister. They were all working according to the policy of the Govt. No Minister showed any favour to any State. To one of my Questions the Minister has said only 21 Kms of Railway line has been electrified in Karnataka State. There is no double line in my State. Bangalore-Jolarpet line is pending for the last several years. The other important lines which are pending are Mysore, Bangalore (conversion), Kuppam-Krishna rajapuram, Bangalore-Guntakal lines. The narrow gauge line from Yelahanka to Bangarpet has not yet been converted.

[*English*]

SHRI OSCAR FERNANDES (Udupi): It was to be converted during the region me of Sri Krishna Devaraya.

[*Translation*]

*SHRI V. KRISHNA RAO: This line goes via my constituency, Chikkaballapura. It also covers the constituencies of Shri K.M. Muniyappa and Sh. C.K. Jaffer Sharief, the Hon'ble Minister pototo is grown abundantly here. This has to be sent to Rangoon, Shimla, and many other places. I, therefore,

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*Translation of speech originally delivered in Kannada.

[Sh. V. Krishna Rao]

request the Hon'able Minister to take up the conversion work of this very old narrow gauge. The other important railway line which have to be taken up on priority basis in Karnataka are as follows:–

(i) Chitradurga—Rayadurga

(ii) Hubli—Karwar

(iii) Satyamangala—Chamarajanager

(iv) Bangalore Circular Railway.

The Centre should also set up South Western Zone in Bangalore immediately as we can no more continue to go the Madras for each and everything.

The allocation made to the Konkan Railway should be increased substantially. At present it is just over 50 crores. My appeal to the Hon'able Minister to double this allocation.

Recently there was a railway accident near Makalidurga on Bangalore-Guntakal line. The Hon'ble Minister reached the spot in the midnight even though it was raining heavily. He personally supervised the work. I request to the Hon'ble Minister is to expedite the relief measure and to help the victims and other affected persons of the accident.

I am thankful to you, Sir, for allowing me to speak on this vital subject, and with these words I conclude my speech.

[*English*]

SHRI BHUWAN CHANDRA KHANDURI(Garhwal): Sir, I rise to speak on the Railway Budget with a sense of disappointment at the continued manner in which the Railway Minister has neglected the hill districts of Uttar Pradesh. I notice that the Railway Minister is just leaving the House. I would like to wait for him to come back. I was just going to say that this area has been neglected for the last 4 years as far as railway is concerned. I would like him to be here. We have been neglected for the last 44 years and there has been no improvement. Anyway, I hope somebody will take a note of my suggestions.

MR. CHAIRMAN: The hon. Minister will take note of what you want to say.

SHRI BHUWAN CHANDRA KHANDURI: Nobody has taken note of it for the last 44 years and I hope now the Minister will take note of it.

In this country we have two types of budgets; the General Budget and the Railway Budget. In the General Budget some notice is taken of my part of the country and some money is allocated but as far as Railway Budget is concerned, we just do not exist for them. For the last 44 years there has been virtually no developmental activity and no progress has been made in this area.

Between the first and the Eighth Plan the railways spent about Rs. 27,745 crores; adding Rs. 15,960 crores for the past three years the amount comes to Rs. 43,436 crores. Out of this nothing has been spent on the hill district. In all these 44 years there has been no developmental activity in the hill district of Uttar Pradesh.

Today in my constituency, which consist of two hill districts Chamoli and Pauri Garhwal, there is only one wayside sleepy looking railway station. This was in existence in 1930 also and for the last 60 years, it is the same railway station. At that time we had four shuttle trains running between Kotdwara and the nearest railway station Naziabad. We still have four shuttle trains. Our trains were on coal at that time and they are still on coal. This is the type of work that the railways have done. There is a single railway station in my constituency. I have a great deal of complaints to make but I will only make a few requests. I hope somebody will listen to it and take action.

During the British period a survey was carried out with regard to a railway line between Rishikesh and Karnprayag. Some pillars are still existing there. We have been requesting that this railway line be made or at least a meaningful survey is carried out. Even, Late Mr. Bahuguna, who was from this part of the State, requested that the railway line from Rishikesh to Karnprayag be made. I request you to at least carry out a meaningful survey rather than just saying that this area is not suitable and hence railway line cannot be constructed.

My second request is to have a direct railway line from Delhi to Kotdwara. Today, it takes about 9 hours to reach there. And in between we are shunted around at one particular station where one has to spend about 4 hours. This journey can be completed in three or four hours. So, I once again request you to kindly give us a direct train between Delhi and Kotdwara. The oft repeated reply that there is no adequate volume of traffic is not correct. There are about 42 buses under the U.P. Transport Corporation which have been approved to run between Delhi and Kotdwara. In addition there are about 6 taxies plying every day. This is the type of volume of traffic. Since no rail traffic is there, the passengers have to face tremendous inconvenience and discomfort. This is a long pending demand. Letters were written by earlier M.Ps. also, including late Shri Bahuguna. I request you to kindly consider this very genuine demand.

Similarly, there is a requirement for a direct train between Delhi and Kathgodam which will link the Kumaon hills. In the last 6 or 7 months that I have been here I have been requesting that some railway out agencies should be opened so that we get facility of rail booking. Today, to get a railway reservation we have to travel about 150 Km to 200 Km by bus. The real problem comes in going for reservation three weeks in advance, because you have to come back again. You have been saying that suitable people are not coming to take these agencies. I have checked it up and found that U.P. Garhwal Mandal Vikas Nigam has accepted this requirement. I request you to kindly go into it.

Then Sir, we have provided, as I said right from the earlier days, some berths on various trains from Kotdwara to various other places, like to Lucknow, Howrah, Jammu Tawi, etc. Over a period of time, instead of increasing these berths, these are being reduced. I would request you to kindly look at it dispassionately and provide adequate number of berths, so that, till such time you give the direct train, at least, people can travel without dis-comfort.

Today, if a man has to go to Howrah, he gets a ticket to Howrah but he has to go to Mughalsarai and get a fresh reservation. You can understand how it is possible.

Now, I will come to computerisation of booking system at Dehradun. Sir, we have been requesting for this also. Dehradun is a town where there are a large number of Government establishments lake ONGC, Indian Military Academy and then, it is also a rail head for the IAS Academy at Mussoosrie. In addition, people also go there in connection with tourism and so on. Therefore, there is a requirement of opening a Computerised system of booking at Dehradun.

Sir, I have spoken to you about a train between Naziabad and Kotdwara when you were not here. I had said that from 1930 onwards, we are still on coal. The shuttle train, at least, runs between Naziabad and

[Sh. Bhuwan Chandra Khanduri]

Kotdwara on diesel, it would be some improvement.

Then, Sir, I will come to Stations. The Railway Stations at Kotdwara, Dehradun and Rishikesh are in a shambles. I wish somebody would make a surprise visit. Shri Sunil Dutt who has just now spoke said about the toilets and so on. I would like that somebody should go and see the conditions of toilets at Naziabad and Kotdwara Railway Stations. It is unbelievable how filthy these are.

Sir I would also like to bring to your notice the tremendous tourism potential that this area has. And if the railway services are improved, better facilities are given, I am sure it will not only attract tourists within the country but from outside who go for a lot of hiking. There are other tourist spots also in these areas.

Sir, I do not wish to take time at this late hour in the night. I would only request you that kindly give us a feeling, to the people of hills, that we are also part of this country as far as the railways are concerned. I regret to say that the state is not like as what it should be . These areas have produced many gallant people. It has been in lead in the freedom struggle. Even today, it is producing a large number of brave soldiers who go and fight for our country. These people are subjected to tremendous inconvenience. I would, therefore, very humbly request you to kindly look at it dispassionately and I am sure, you will be convinced that we are being neglected and we are not being fairly dealt with by the Railways.

Before, I conclude, a request about the ex-Servicemen or the Service people. I had also requested you earlier for giving concessions to the gallantry award winners. Today, the gallantry Award Winners that is, Param Vir Chakra Mala Vir Chakra Mahavir Chakra and the like are not given adequate concession by the Railways. I would request you to kindly put them at par with the freedom fighters and whatever concessions are given to them should be given to these Gallantry Award Winners. There are a very few who get them. They get them during War or during extremely difficult conditions.

I therefore, humbly request you to kindly accept this request.

SHRI KODIKKUNIL SURESH (Adoor): I rise to support the Railway Budge. This Budget, I believe reflects the Government's overall strategy to raise resources without putting too much burden on the poor people. Before the Railway Budget was presented, there were reports in the press almost daily saying that there would be sharp increase in fares and freights. Of course, the Railway Minister has raised more than thirteen hundred crores of rupees as additional resources by raising the fares and freights. But it is the relatively richer classes who have been taxed. The increase in ordinary second class fare is nominal. He has exempted the essential commodities like rice sugar, etc. from this hike. This will help the Finance Ministry and the Food Ministry to keep the prices of essential commodities under check.

Now I come to some aspects of the Budget which need to be reconsidered. First, I want to speak about the Season Ticket fare. There is a sharp increase in the Season Ticket fare throwing a heavy burden on the daily commuters. This, I think, is unjustified. Lakhs of daily commuters in major cities are protesting against it. I would request the hon. Minister to reconsider it. Another disquieting feature is the 71/2 per cent increase in freight charges. A State like Kerala which gets many items of daily use from outside will face hefty rise in the prices of the items like iron, Steel, cement and a whole lot of items.

The Minister must look into this matter and help the States like Kerala.

It is a perennial complaint that the railway development in different parts of the country has not been even and balanced. Kerala's total railway lines are far below the national average. This has adversely affected the development of the State. The State of Kerala has more than 35 lakhs of unemployed people on the live register of employment exchanges. You will be surprised to know that there is not a single railway undertaking in the States. Both the neighbouring States have a number of undertakings but Kerala has been neglected in this respect. In this context I would place before the House certain genuine demands of Kerala.

The first demand is that a railway coach factory should be set up in the State. The Government of Kerala had promised to provide all infrastructural facilities free of cost. A coach factory has great employment potential. Besides, such a gesture will be greatly appreciated by the patriotic people of Kerala.

Secondly, there is a longstanding demand for the constuction of a new railway line between Cochin and Madurai. Some survey was perhaps conducted but nothing further has been done. This line is going to be economically viable as it will link many important areas in the hill region which produce cash crops. There will be greater mobility in trading activities and this will push up the railway's revenue. I would request that this line to be constructed.

Electrification of railway lines has been a longstanding demand from Kerala. I thank the hon. Minister for sanctioning electrification between Erade and Ernakulam. In this context, I want to make a request. The Ernakulam-Trivandrum section has very dense traffic. Electric traction will facilitate greatly the movement of traffic on this section. So, he should include this section also in the plan for electrification.

Doubling of track in the Ernakulam-Trivandrum section is hanging fire. If you look at the number of trains moving on this route daily, you will at once be convinced about the need for doubling this track. I want this work to be completed at the earliest.

In southern part of Kerala, people's another longstanding demand is construct a new line earlier proposed - Chengannur-Adoor-Kottarakkara -Nedumangad-Trivandrum.

This line survey was completed past several years. But it is in cold-storage so far. This line covered important areas of Travancore side. I strongly demanded that this line should be approved and constructed. Otherwise, the people of these areas will go to agitation against injustice of railways.

In my constituency there is only one line. That is Quilon-Sehencottah-Madurai metre gauge line. This line was constructed during the British regime. It is one of the oldest railway lines in the country and it is also more than one hundred years old. I request the hon. Minister to take urgent steps to convert it from metre gauge to broad gauge. This line is included in the Madurai Division. At the moment it is very in convenient for people and the railway workers from the Kerala side to travel by this line. The people wanted that the Kerala region must be shifted to Trivandrum Division.

On this line there are two important overbridges, at Mylom and Nedumpanjikulam. We have submitted several representations to reconstruct both these old bridge because number of accidents are taking place on both the bridges.

May I also request the hon. Minister to

[Sh. Kodikkunil Suresh]

consider the serious problem of Quilon-Punalur region. The long standing demand of the passengers there is for two passenger trains to start one in the morning and another in the evening from there.

Another important point I want to mention is that there are two railway stations in my constituency, Punnalur and Kottanakkara from which reservation quota is only for two tickets by Kerala Express and Jayanti Janata Express. My humble suggestion is to increase this quota to ten each.

Another important railway station on this line is Anvaneeswaram. I also request the hon. Minister to provide reservation facilities from this station also.

MR. CHAIRMAN: You can write to the Railway Minister to take care of such things.

SHRI KODIKKUNIL SURESH: Another serious complaint is about the Scheduled Caste and Scheduled Tribe employees who are being harassed by the higher officials and upper caste officials. There are a number of cases pending in the Railways where the SC/ST employees are attacked and harassed. There are also unwanted suspension and termination of services or transfers. Promotions are also delayed for SC/ST employees illegally. This is also very important and the hon. Minister should enquire into those cases.

22.23 hrs.

[MR. DEPUTY SPEAKER *in the Chair*]

[*Translation*]

SHRI PREM CHAND RAM (Nawada): Mr. Deputy Speaker, Sir, I want to draw the attention of the hon. Minister through you to a very backward area, Nawada constituency of Bihar. Backward in the sense, as is my position, that after a long wait I have been given an opportunity to speak.

Nawada area has been dominated by the Scheduled Castes for years, that is why I understand that this area has been neglected. In my constituency a single track grand cord metre line connects Kiul Junction via Gaya Junction. This line was laid in British time. The train has only third class compartments and it is driven by a steam locomotive. There is no light and no proper security arrangements on this train. There has been a long-standing demand from that district, I had also requested the hon. Minister to convert that line into broad-gauge. The most important thing is that my nearest railway station is Nawada and I have to get down at Patna in the absence of that Express train and I have to cover three hundred kms. to reach Nawada, this is a very sad situation and it is expensive too. When the National Front Government was there, it had started Tinsukia train via Gaya and Kiul and that Tinsukia train ran on that line successfully; I understand that if an Express train is run from Kiul via Gaya and Nawada, it will be beneficial to passengers.

I will request the hon. Minister through you that this Nawada area of Central Bihar is very fertile. The minerals are in abundance there, coal and mica are there but till today that place has not been linked directly with Patna, the capital of Bihar. If that is connected, then it will contribute to the industrial as well as economic well-being of the country. I hope the Railway Ministry will pay attention to it. I would like to say one more thing that there is a weekly train between Patna and Cochin. If that is diverted to Agra. then it will be convenient for the passengers and if it is run thrice a week, passenger will still benefit from it. Last year the Railway Budget proposed to link Dhanbad with Tatanagar and some amount was also approved for it and this amount was sanctioned to construct Sudan station and plateform but I am sorry to say that nothing has been done in that connection by now. I would like to drawn the attention of the hon. Minister to it that he should show his eagerness towards execution of Sudan railway platform for which an amount was sanctioned so that the people might avail the facility. With these words I hope that the grand cord metre gauge line

from Gaya upto Kiul Junction would be converted into broadgauge and an Express train run as the last National Front Government had started Tinsukia train.

With these words i extend my thanks to you.

PROF. PREM DHUMAL (Hamirpur): Mr. Deputy Speaker Sir, the only aim of speaking on Railway Budget at this late hour of night is that I may draw the attention of the hon. Minister to the regional imbàlance that has cropped up. My friend from Congress, the hon. Member from Madras has also drawn his attention to this problem. Unfortunately, people are having the impression that the work is done only for the area from where the Railway Minister comes. I will not recount the names but comparitively much attention has been paid to the areas from where the Railway Ministers have come.

SHRI C.K. JAFFER SHARIEF: Please say about Nangal, Talwara and Nalgarh.

PROF PREM DHUMAL: Mr. Deputy Speaker, Sir, I want to draw the attention of the hon. Railway Minister to that very railway line. That railway line was laid during the British time, after that 15 kms. Nangal-Talwara railway line was laid in 15-16 years, there was a budget of rupees 100 crore for it, in the first instance a sum of rupee 2 crore was allocated, last time George Fernandes Sahib raised it to 5 crore, you allocated again rupees 2 crore and this time I am surprised to see that only a sum of rupees 1000 has been allocated for it. Just now, one of my friends from Congress placed 5000 rupees and asked to lay down railway line in his area and the State Minister assured that the line will be laid. I will not talk of money here, since it is not consistent to parliamentary practice but I want an assurance that the line should not be frozen and help should be given on behalf of the Central Government to carry out further works on that line. Himachal Pradesh does not have so much resources that his people may give money or land to get this work done, therefore the hon. Minister will have to arrange money and further work on that line will have to be carried out.

Mr. Deputy Speaker, Sir, Himachal Pradesh has water resources, it is giving water to the whole country, if it has apples then, it is giving apples to the whole country, it is giving wood, it sends jawans to army so it is the duty of the country to see that the provision of the railway line made for its jawans should be materialised.

Sir, secondly I want to say that the distance between Kalka and Parwanoo is just 2 kms and Parwantoo is our industrial area. The State Government is sending proposal again and again for this 2 km. railway project but that proposal is rejection in name of lack of funds. I would request you to consider this project sympathetically and get it completed in time.

You have been talking about converting the metre gauge lines into broadgauge lines throughout the country. Hon. Prime Minister has also mentioned about it. But no provision has been made for the route from Pathankot to Palampur which is a very busy route. I would like to request to convert the narrow gauge line to broad gauge line in Himachal Pradesh.

Mr. Deputy Speaker, sir, I would like to draw the attention of the House and hon. Minister towards the Kapurthala Rail Coach Factory. It has been allocated to Punjab, it is

[Prof. Premdhumal]

a good decision but I have come to know that its purchase office is in Delhi. What is the reason behind it that the factory is located in Punjab and its purchase office is in Delhi. People complaint that purchase office should be set up there only to promote ancillary industry. But purchase office is located in Delhi while the factory is located in Kapurthala.

I would like to draw your attention to another topic. A big railway accident occurred near Javavala in Kangra district. Death toll was first reported to be twenty six and afterwards twenty-seven. It is not known which figures are right. The kith and kin of the deceased have not received the compensation. State Government has declared Rs. ten thousand as compensation but Central Government has given only Rs. 5000 and after some time increased it to Rs. 10,000/- but the dependents have not received that too yet. The tribunal is in Chandigarh and people have to come from Himachal Pradesh to Chandigarh. How they can come so far from their places to plead their case and receive the compensation. I would request the Government to provide that money to the families of the victims immediately. I would like to submit one more thing. The second class rail fare have been increased very much. Only rail journey up to ten kilometres has been exempted from the hike. Now-a-days, nobody prefers to travel by train for such a short distance. Government should think to ussen the burden on the passengers travelling by second class. Similarly, the fares of the higher class are always increased. It has rather become a fashion to increase the railway fares of first class and it is called socialistic attitude. While attention is not being paid for improvement in the facilities what facilities you are providing. Many M.P.'s travel by train. Mostly they travel by second class Air conditioned railway coach. It has been noticed that even basic amenities like soap etc. are not provided there. Toilets are not cleaned. If you provide better facilities people will not feel to pay increased fares. The fares are being increased day by day but there is continuous deterioration in the facilities.

Similarly, according to the information available to me the people of wheel and axel-plants complaint that they are manufactured in large quantities but the Kapurthala factory managers complaint that though the bougies are available but wheel and axels remain in short supply. There is a inconsistency between the statements of the both.

In the end, I would like to draw your attention towards the plight of the employees. Sir, previously the pay scale of Hindi Assistants was same as of other Assistants. They are in that services from 1952, when this cadre was formed. The Ministry of personnel has given the scale of Rs. 1640-2900 is the Assistants of General cadre. But the official language employees, the Hindi Assistants have not been given this grade. I raised two points, one was of regional balance and the other was of the official language personnel, such as Hindi Assistants. It has been said that the official language personnel fall under category 'C' whereas the General Assistants are under category 'B'. But the employees says that they have not received any such notification that they have been put under category 'C'. It is all because they are official language personnels. The Assistants working in other departments have been put under category 'B'. This discrimination should not be there. The Hindi Assistants are more qualified than the other Assistants. They are required to pass both Hindi and English. Therefore, I would like to submit that this change in the category without informing the employees is not proper. This should not be made an excuse. Inspite of the fact that they are better qualified than other Assistants, discrimination is done against them. On the one hand, we talk of promoting national language and on the other hand the employees serving the cause of national language i.e. Hindi Assistants are not being given same grades as the other Assistants are getting i.e. 1640-2900. This would be a great injustice to them. I would, therefore, request you to grant same pay scales to Hindi Assistants as to other Assistants.

As you have shown sympathetic attitude for again starting Himachal Pradesh Express, I believe that in the same way, you would also make provisions for constructing Nangal-Talwara railway line. People of Himachal Pradesh would be thankful to you. This line is very important from the strategic point of view. Keeping in view the Punjab situation, this parallel line has been constructed. It connects Himachal Pradesh, Talwara and Jammu-Kashmir. This line is very important from this point of view. Hon. Minister is well aware of this fact. This may have been left due to oversight. I would request you to make provisions for this line. With these words, I conclude.

[*English*]

KUMARI FRIDA TOPNO (Sundargarh): Speaker, Sir, I congratulate the Government and the hon. Railway Minister for presenting a viable Budget. Indian Railways, as part of the national infrastructure, has made a tremendous contribution to the national economy and in the emergence of modern India. They have given a fillip to industrial growth by inter-connecting the primary production areas and industrial centres and the markets. The Railways are the principal mode of transport for lower and middle income groups for traversing medium and long distances. Railways are the bulk carriers of commodities like foodgrains, fertilisers, coal, raw materials, steel, mineral oil etc.

Sir, the Railway Budget, no doubt, is a viable budget. But once again the genuine but pressing demands of the people of Orissa in general and those of the people of my parliamentary constituency sundergarh in particular have been neglected. I want to draw the attention of the Government, through you, Sir, in this august House to the following:

The Utkal Express is the only train which connects my Parliamentar constituency in Sundergarh with Delhi. There is no air service to Rourkela. The Utkal Express is as good as a passenger train. It halts almost at every station. Between Gwalior and Jhansi it becomes overcrowded, as local passengers get into the reserved bogies making the life of long distance passengers miserable. I have been demanding the improvement of this train, but no tangible step has been taken so far. I would request the Government to make it a superfast train or introduce a superfast train from Delhi to Rourkela.

Secondly, Rourkela being the steel city is a pride for our country. People from all over the country are serving in Rourkela Steel Plant. They have only one train Utkal for their onward journey to Delhi. This makes quite difficult to get reservation. So, I would request the Government to extend Amritsar Tatanagar and Patna-Hatia Express to Rourkela.

Thirdly, Rourkela Railway station needs a lot of improvement and renovation. About Rs. 7.78 lakhs had been sanctioned for this, as intimated to me by the Railway Ministry. But more funds are required to construct one more platform and providing all terminal facilities. Provision also should be made for computerisation of passengers' reservation at Rourkela.

Fourthly, the Budget also lays down new projects and sections totalling 277 km. I would request the Government to construct a new line between Talcher and Bimlagarh which will result in rapid industrialisation of

[Kumari Frida Topno]

this most neglected part of Orissa but rich in iron ore deposits and other minerals. I would also request for construction of a new railway line between Jharsuguda and Sundergarh and Jashpurnagar connecting the tribal heartland with a view to improve the economy of the tribals.

Railways has acquired hundreds of acres of tribal land for construction of Bondamunda Railway yards. Only one-third of the acquired land has been utilised and the rest are either lying vacant or being misused by way of being illegally encroached upon. Railways failed to provide job to at least one member of each of the displaced families. This has created a lot of tension and misused in the minds of the tribals towards the Government. I would request the Government, through you, Sir, to establish a railway coach factory at Bondomunda, which will not only serve the national interest, but also the local interest providing job avenues to the local tribals. All our endeavours would be to bring the youths specially the tribals in the main-stream of the nation.

Finally, there has been demands from the people since long for the construction of two overbridges, one fly over bridge at Basanti Colony Gate, Rourkela and another at Kukda Gate near Bondamunda. I would request the Government, through you, to make budget provisions for the construction of these two overbridges.

Lastly, I support the budget proposals and conclude my speech.

PROF. SUSANTA CHAKRABORTY (Howrah): Mr. Deputy Speaker, Sir, I oppose the Railway Budget because of its inflationary impact on the economy and also due to various other reasons which are the progressive decline in Plan outlay for the development of railway, the hardships of commuters caused by the unjust hike in Second Class railway fare and the rates of monthly season tickets. I oppose the Railway Budget because of the hike in freight charges which shall increase the prices of certain important commodities and also because of the fact that it has roused a sense of deprivation amongst the people of West Bengal. A good number of proposals have been submitted from West Bengal, but almost none of them has been accepted by the Railway Minister. In 1972, the late Shrimati Indira Gandhi inaugurated a line from Howrah which is my constituency to Amta and Champagana, but till date, on the Howrah-Amta line only upto Bargachia, a line has been constructed. I raised this issue in Parliament during the last Session to which the Railway Minister replied that the project has not been abandoned and it shall be taken up. But, only Rs. One thousands has been allotted for this purpose and I do not know whether the Government likes to continue it. If there is no fund to complete the Howrah-Amta line, I shall request the Minister to at least extend the line upto Munshirghat so that the two districts, Howrah and Hooghly can utilise this railway line.

Sir, about the victimisation of railway employees under rule 14 (2), I request the hon. Minister to think about it. It is a very serious issue. In my constituency, in the Shalimar Transit Depot, almost 200 workers have been declared surplus. We are yet to know as to what is their lot. I request the Minister to make the Rajdhani Express daily from Howrah to Delhi. I would also request him to consider the idea of starting a duplicate Rajdhani Express with alternate stoppings from the original Rajdhani Express via Patna.

Sir, none has mentioned about the Railway Saloons. I do not know what is the use in carrying on with this colonial legacy. I have full information with me and I shall write to the hon. Minster. But, so far I have gathered that almost 30 coaches have been attached to each Railway Saloon. If the birth capacity of these coaches are utilised in Three Tier from Howrah to New Delhi, it can earn more than Rs. 29 lakhs a day and if it is turned into AC Two Tier, it can earn more than Rs. 49 lakhs a day. So, I would request the Railway Minister to do away with the colonial legacy and convert these coaches for the use of the common people. I do not know who are the persons who can utilise these Railway Saloons. I would also request the Minister to enquire as to who was the person who had travelled on 13.1.1992 by the Railway Saloon No. 121 from Delhi to Howrah, Howrah to Cuttack and came back also by the same route. I would request the Minister to enquire and tell us as to who was the person who had used this opportunity.

From the entire Budget, it is seen that the interests of the common people have been neglected. About the railway hawkers, my friend, Shri Syed Masudal Hossain raised the issue. I would also join my voice with him and request the Railway Minister to give them licence so that the Railways can earn something and these unemployed people can also earn something so that they do not become *goondas.*

About the privatisation of catering services, those units which are earning profit should not be privatised. Shri Lal Bahadur Shastri took it over because of certain factors. A lot of commissions from the vendors were associated with it. Second thought should be given to this aspect by the hon. Railway Minster. This is my earnest request to him.

[*Translation*]

*SHRI OSCAR FERNANDES (Udupi): Mr. Deputy Speaker, Sir, Hon'ble Railway Minister has given a new gift to the people in the form of an excellent Railway Budget for the year 1992-93.

It is quite natural that people demand new railway lines. Many members also have requested for new railway lines. But if the fare is increase by ten rupees no body is prepared to pay that. On one hand they say that they should get new lines and on the other they are not prepared to pay for that. Parliament is to consider this basic question. How can the Minster yield to all demands without sufficient funds.

The Hon'ble Minister has a new and innovative approach. He wants to go in for unigauge system throughout the country. 150 years ago Lord Dal Housie had thought of unigauge system in our country. Recently while addressing a meeting in Bangalore I had mentioned about this unigauge system. Perhpas Shri George Fernandes was referring to that statement while speaking on railway Budget here. Now it is the question of the people of India and not of Dal Housie or Britishers.

The Hon'ble Prime Minister recently made an observation that the number of Railway demands would outnumber the total number of members of Lok Sabha.

The approach of the Hon'able Minister to have Unigauge system in the country is commendable. The people of Karnataka and the people of the entire country should be grateful to the Hon'able Prime Minister and Railway Minister.

The conversion of Bangalore-Mirag line into Broadgauge is pending for a long time. This has to be completed at the earliest. The rail line between New Mangalore Port and Bangalore should also be taken up on a prioirity basis. Then there would be direct link between New Mangalore Port to Madras

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* Translation of the speech originally delivered in Kannada.

[Sh. Oscar Fernandes]

via Bangalore. This is possible because of the new approach of the Minister. Otherwise this conversion would not have been taken up even after a century.

Previously Shri George Fernandes has strongly criticised the Konkan Railway Project. This time he has not criticised and on the other hand he has silently acknowledged the priority given to the completion of Konkan Railway. Konkan Railway can reduce at least 1000 Kms distance between Bombay and Mangalore. This vital line would benefit Kerala, Karnataka, Goa Maharastra and Gujarat.

Another important step would be to give priority to the electrification of the railway lines. Then only railway lines can be viable with optimum utility value. Unigauge system would also add to the viability of lines. Laying of new lines must be taken up in the backward areas, like Rajasthan and North Eastern States, one of my friends was saying that railway line would have been laid in his area between Imphal and Dhimapur if we had not achieved freedom. Therefore prominence should be given remote and backward areas. Arteries carrying blood to different parts of the body. Blood from different parts f the body is carried by veins to the heart. Similarly all parts of the country are linked with the country's Capital and State capitals and other important centres. This is the symbol of National Unity and Integrity. The people living in remote areas also should not feel isolated and cut off from the main stream. This is how Railways play a vital role in shaping the future of our country.

Sir, I do not want to go into further more details. There is no time and many of the Hon'able Members are eagerly waiting to express their views.

As Sh. V. Krishna Rao has said the potter gets only one pot for himself. Similar is the case of the Railway Minister. Hence it is not correct to say that he favours his state. In fact he has taken into consideration the entire country. But of course he has given priority to areas which are backward as far as railway facilities are concerned.

Mahatma Gandhi intended to travel in First Class when he was in South Africa. He wanted to wear coat, boot etc like Britishers. On realising the fate of the people of our country, most of them travelling in third class compartments, ultimately he travelled in third class only.

There are so many complaints about the maintenance of toilets in the trains and at stations. Here also we have to learn from the father of our nation. Let the Railway Minister provide Brush and water in the toilets. Whoever uses the toilet will clean it.

Railway protection force personnel are on hunger strike. They are demanding recognition for their association. I urge upon the Hon'able Minister to gave a sympatehtic hearing to their demands and to solve the problem immediately. Some concession has to be given to daily commuters by reducing the fares.

Many persons have lost their lands in the Konkan railway project. They should get relief very soon.

Many State Governments are saying that they can't contribute for laying new railway lines. On this point I would like to give a suggestion. The centre is releasing crores of rupees for implementing Rojgar Yojana. Substantial amount is not being utilised for Rojgar Yojana. I therefore appeal to the States to contribute at least one per cent of this amount for laying new Railway lines.

I request the Hon'able Minister to introduce a day time train between Mangalore and Bangalore. At present there is only a night train.

Konkan Railway work is progressing well. The construction work upto Bombay is expected to be completed by 1994. I request the Minister to take steps to complete this work on time. Further Railway Minister, Shri George Fernandes had set up the corporation. He had a good plan but he could not provide funds. Perhaps this project would have been dropped if other persons had taken over as Railway Minister. But Mr. Jaffer Sharief is a bold Minister and he has taken firm steps in this direction. I congratlate the Minister and wish him all success in his ventures.

Sir, I thank you for giving me a chance to speak and with these words, I conclude my speech.

SHRI HARISINH CHAVDA (Banaskantha): I Stand to oppose Railway Budget because I think that state should think over it from the point of view of welfare. Britishers came here with the motive of doing trade and when they ruled this country, they did the same. It is rather unfortunate that the same practice continues. The official do not bother about it because they will get their salaries. For these reasons, my opinion is that services like telephone, posts, transportation and railway should not be state subjects. States should only handle the subjects if revenue, Military and land. For these reasons, I oppose this Budget.

Mr. Deputy Speaker, Sir, on one had, the plight of poor people of this country is becoming miserable and on the other hand even the Ex-M.P.s are given the facility of free passes. This should not continue. They should be provided to the people who have served the cause of nation but it would be a misuse of the facilities when these are provided to the people who become M.P. or M.L.A. for a very short period. Our country is passing through a period of serious economic crisis and we talk about providing such facilities to Ex-M.P.'s and Ex-M.L.A.'s. I am of the view that pension and such other facilities should not be provided to M.P.'s and so I basically oppose this Budget.

Mr. Deputy Speaker, Sir, gross injustice has been done to the State of Gujarat. Major part of the State of Gujarat falls under Western Railways. Even then its head-quarters is not in Gujarat. As Muhammad Tughlak changed the capital from Delhi to Daulatabed and then back again same is the case with Railways. Gujarat is the centre of Western railways but it does not have its headquarters there. Headquarters is located in Bombay. There has been a long-standing demand for it but it has not been fulfilled though approved. This is rather a matter of distress. The narrow gauge train service has been stopped in Gujarat and somewhere the meter gauge has also been stopped. A new train service should have been started but this has not been done. But the trains which were running earlier have been withdrawn. These should be started again. Many such lines have been disrupted in Saurashtra. The bridges on the railway lines should be utilised and new over-bridges should be constructed.

There is a wide-spread corruption in railway-department. The funds should be properly utilised. Since, Banaskantha is a border area therefore, it is important to connect it with railway lines. It is important to develop it if we want to develop our country. It should be developed by connecting it with railway, roads, New industries should be provided there. Often the development of those areas receive more attention from where M.P.'s get elected. This tendency is not praise worthy that he should only pay attention to his own area. Country would only move ahead if its backward areas receive proper attention.

[Sh. Harisinh Chavda]

I felt very happy once when the Budget was presented by Shri Madhu Dandvate, who was then Railway-Minister. He presented the Budget fully devoted to the cause of developing this country irrespective of party affiliations and interests. Therefore, I adhere to the principal of one class for all people, irrespective of the fact whether he is a Minister or a common man. You better know the plight of the common man in railway. There life has become miserable. Once when I happened to be Prohibition Minster in Gujarat, I used to promote the programme by roaming in disguise. If I had the charge of Police Department, I would have projected the reality happening in Gujarat. If the Railway Minister pay a visit to General Coaches, then only he can realise the conditions of the common man. The system of the country should work in such a way that the life of common people becomes a little comfortable irrespective of the fact which party is in power in any State.

Mr. Deputy Speaker, Sir, I as well as the people of my constituency would like to thank the hon. Minister of Railways for doing good thing for my area. He has been very kind to extend ·the services of Samdadi-Palanpur train. It was a longstanding demand of my area. But no money has been spent for the development of Palanpur Station Junction whereas crores of rupees have been spent on Abu Road Station which is not a junction at all Various facilities have also been provided there. I think, for last about 20-25 years, not a single paisa has been spent on this station in the name of development, Neither the length of the platform has been increased, nor was the length of the shed increased and neither was an overbridge constructed. Maximum number of accidents take place at this place. Until the bridge is constructed, the entire district would continue to experience difficulty. That is why I request that as soon as possible, that bridge should be widened.

Ahmedabad is the centre of diamond trade, But majority of the workers came from Banaskantha. It is necessary for the progress of these people that the Ahmedabad-Palanpur-Jaipur metreguage line is converted into broad gauge. It will prove convenient for the people and ensure development of the area. I would, therefore, like to request that this metre guage line should be converted into broad guage. Sometimes meetings in connection with telephone services are held with Members of Parliament and the M.Ps. are involved in connection with a number of problems, with the officers posted at the State level. The M.Ps. face several other problems also. In order to avoid this, the Divisional Officers could be asked to fix dates for the meetings and inform the hon. Members accordingly. Various problems could be discussed in the meetings and there could be quick disposal of minor problems.

There is no level-crossing in Piprada, Chandisar and Jadi. The farmers will have to cover a round about distance of 10 kilometres. If some arrangement could be made for this, we shall be extremely obliged.

Our area is very backward. Salt trade is carried on here, but railway wagons are not available. If the Government can arrange wagons, industries can prosper in the area.

The Jodhpur express which starts from Ahmedabad has no stoppage in Gujarat. We have more links with Rajasthan I request the Government to provide a stoppage for this train at Palanpur. Super Fast Ashram Express is a very good train. It is very convenient to people. But the number of coaches attached to this train is less. As such, the passengers are not finding it adequately convenient. Please double the number of coaches from Ahmedabad. If there are 7 coaches, these could be made 14. If felt necessary, two engines could be attached to it. Employees indulge in a lot of corruption in this train. Passengers sit without reservation and those who have got the reservation done do not get any space to sit. I will give in writing the other points I want to make.

* SHRI K. H. UNIYAPPA (Kolar) Mr. Deputy Speaker, Sir, I congratulate the Hon'ble Railway Minister for presenting a progressive Railway budget. I would be failing in my duty if I do not congratulate the Hon'ble Prime Minister Sh. P. V. NaraSimha Rao. It is the Prime Minister who has enabled our Railway Minister to present a very good Budget. Our Hon'ble Minister of State Shri Mallikarjun is also striving hard for the improvement of Railways. Hence I thank him for this best efforts. In addition to his it is the Railway employees who should be congratulated for their dedicated service.

It is the middle class and the poorer section of the Society who would get the maximum benefit of this Budget. This is an unique achievement of the Hon'ble Minister Shri. Jaffer Sharief. This budget would enable new industries to come up. The farmers can also derive maximum benefit especially for the transportation of food grains. There is no increase in the freight charges of most of the essential commodities.

My Hon'ble friend Shri. Anbarasu was telling that the Railway Minister is pumping more money to his own State. I do not agree with his Statement. If you compare the development of Railways in Karnataka with that of other states the difference would become very clear. Karnataka is the most neglected State even among the Southern States since Independence. There is not even one K.M. of Railway line which has been electrified. The state is backward with regard to gauge conversion.

Konkan Railway is progressing very well. I urge upon the Hon'ble Minister to expedite this work and to complete it on time.

The narrow gauge line between Yelahanka and Bangarpet *via* Devanahalli is century old railway line. My senior colleague is Shri V. Krishna Rao has also mentioned about this conversion. This area is very backward. Rain fall is very low. There are no irrigation facilities in this area. The hard facts are well known to the Hon'ble Minister. In spite of all these difficulties vegetables are grown abundantly in Chikkaballapura. Shidlaghatta is famous for its silk. Chintamani is an important business centre. Mango is grown abundantly in Sreenivasapura. At present the farmers are finding it very difficult to transport their produce to different parts of the country especially to Nagpur, Hyderabad, Bombay etc. It is too expensive at present. The farmers have to pay about 8 to 12 thousand rupees per truck load. Broad gauge railway line facility can reduce this cost by about six thousand rupees. Hence conversion of this old line must be taken up immediately. This would enable the new industrial units to come up.

Between Bangalore and Bangarpet four over bridges have to be constructed near Tekal and malur. Near Bangarpet and malur four gates have to be provided. I have written to the Hon'ble Minister giving all details and I hope he would take immediate action. Several conversion works are going on. Chittoor line, Dharavaram and Madanpalli lines are also included for conversion. The farmers of Kolar and Bangalore districts would get the benefit of this conversion. Industries also would come up and it can help several thousands of unemployed persons.

Several members of Parliament from Karnataka became Railway Ministers but no one could do much for the development of Indian Railways. Shri. Jaffer Sharief has the distinction in this regard. His approach to convert metre gauge to Broad gauge is being applauded by all sections of Society. The conversion would yield very good return.

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*Translation of speech originally delivered in Kannada.

[K.H. Uniyappa]

Hence as the Minister has stated top priority must be given for gauge conversion. This is a very brave step.

This Budget is a progressive budget, which has been prepared keeping in mind the interests of common people. Hence I thank the Hon'ble Minister Shri C. K. Jaffer Sharief for presenting such a nice budget. Sir I thank you for giving me this opportunity to speak and with these words I conclude my speech.

SHRI UDDHAB BARMAN (Barpeta): Mr. Deputy Speaker, Sir, I don't want to repeat. I want to request the Railway Minister to take some steps to construct the railway lines in Assam, in the North-Eastern Region areas. Practically people want the extension of B. G. line from Guwahati to Dibrugarh and also Rangia Rangapura line. So, I request the Minister to take prompt steps.

I also want to say that Lumding Silchar line of NF Railway, which is better known as hill section of the NF Railway is in a very horrible condition and I want that that railway line should be improved and strengthened because it is already over-worked. The distance between Badharpur to Silchar previously used to take about 50 minutes, now requires two hours to travel. So, I request that the line will be strengthened.

At the same time, I request the Railway Minister to re-introduce some trains which were already withdrawn. One important line which connects Guwahati with Calcutta, that is Kanchanjanga was withdrawn from service because, of the terrorist activity during that period. I would request the Railway Ministry to reintroduce that train and some other trains also.

I also want that the Railway Training institute, which was promised already, should be established. We demand all these things. I also want to point out that there is a demand by the railway employees, particularly of the North-Eastern zone, for SDA. All the Central Government employees are given SDA. So, necessarily I think, the Railway Ministry will think it over and grant SDA. At the same time, I also demand that the different trade unions should be recognised which are in the production level and other side.

I also want to draw the attention to the plight of some people who had come as refugees to the State of Assam. Most of them are staying in some railway colonies. Previously, there was an understanding between the Railway Ministry and the Assam Government. The Railway Ministry used to give some land to the State Government and the State Government to rehabilitate them. But, these people are still not given anything. Every time they are facing eviction from the railway authorities. So, I request that - since the Assam Government and the Central Government are Congress (I) Governments - the refugees problem of Assam can be looked into now and proper steps taken.

I also request the Railway Ministry to expedite the construction of the Railway line from Jogighopa to Guwahati and also other line. At the same time, the railway line, Digha Tamluk line (Midnapur district) which is important for tourist purposes, should be completed within a short period of time. That has to be completed within a short period. There are demands for construction of some flyovers at Bongaigaon and at other places. I request the Railway Ministry to construct these flyovers so that the traffic congestion can be removed in the area.

I also request that catering, which the Railway Ministry wants to privatise, should not be privatised.

I request that the retrenchment, which is acting like Damocle's sword, should be stopped immediately. Some problem is there regarding employment in the railways. I request the Railway Ministry to look into that matter.

At the same time, I want to oppose this

budge. It will not only pick the pockets of the people but will also pick the pockets of workers and employees because of the hike in fare. A hike in freight also creates problems for the people in the north-east and Assam. Because of the transport bottlenecks, the people of Assam are paying more. Practically all the things are to be transported from outside the State. So, this hike in the freight charges will create lot of problems. It will create conditions for regional imbalance. So, I demand that this hike should be withdrawn immediately. Because it is an anti-people budget, we are opposing it. I hope the Railway Minister will consider all these aspects and take necessary steps. With these words, I conclude.

SHRI RAM TEHAL CHOUDHARY (Ranchi): Mr. Deputy Speaker, Sir, I rise to oppose the Budget that has been presented by the hon. Minister of Railways. I am opposing it because the Budget which has been presented is especially not for middle class people or for the poor. It is not in the interest of the people at large. Along with that, the freight charges of most of the commodities have been enhanced, price of eatables has also been hiked. This price hike will not do. The more the prices are increased, the more the amenities are decreased. Earlier, the freight charges used to be less and the amenities good.

Very seldom we get on opportunity to travel by first class. The condition of first class compartment appears to be what it was of a third class compartment earlier and even worse than that. In this way, whatever class it might be, whether it is second class or third class which does not exist now, only the fares are increased, but no steps are taken to increase these amenities. The burden on people is increasing. That is why I oppose this Budget. Anyway, my previous speakers have said many things in this connection, which I would not like to repeat. In this Budget Bihar has especially been ignored because the provisions made for Bihar are for below of our expectations. I come from Ranchi constituency which falls under the Chhota Nagpur region of Bihar. I met the hon. Minister in connection with the problems of that area. I have written many letters. I met 3,4 hon. Members of Parliament, and when I presented my point of view, the Minister took quick action and advised us to talk to the officers of the department. We people were very happy. The hon. Minister took quick action and on that basis, we people talked to the officers. Many problems were such, which could be solved immediately and there was no expenditure involved in them. A few things were such, which could take time. All these demands were genuine. At present only one train comes to Delhi from Ranchi *via* Hazaribag, Ranchi and Palamau districts. People had made an appeal to change its earlier timing. This train reaches Delhi at 2-3 O'clock at night and you can imagine what the difficulties the passengers would be facing who get down at Delhi station at 2-3 O'clock at night. They have to spend the entire night on the platform. We people had made an appeal to change its timing and we were fully assured that its timing will be changed. But this has not been done till now. It is my request that instant attention should please be paid to his matter.

I would like to make yet another submission. Ranchi is a very large industrial area. Previously, I was said that 5 bogeys would attached to the train running from Ranchi to Bombay. At that time even an assurance was given, but that work has not been done till now. This will not involve any expenditure. There is no fast train from Ranchi to Bombay. For this reason, I shall request the hon. Minister and I am convinced that he will look into the matter. The Neelanchal Express runs thrice a week. I request that it should be run everyday for the convenience of the people. Khelari is a coal field. There are many coal mines. Because there is no railway bridge, the level crossing gates remain closed for 4-5 hours and people experience difficulty. For this reason, railway goods and railway property is stolen. People take away truckloads of goods and the railways incur a loss. Many cases have been detected and complaints lodged with the police. The employees of the department are also in-

[Sh. Ram Tehal Choudhary]

volved in it. No theft can take place without their knowledge. The hon. Minister should pay his attention to it and he should order a probe against such people and take action against them, so that railway thefts are stopped. In the same way, we read in newspapers that there is a lot of corruption in awarding contracts involving bungling of crores of rupees. Many complaints have been made to the hon. Minister. It is my request that orders should be passed for a probe into them and action taken against those who are guilty. If pilferage and thefts could be stopped and corruption checked in the railways, then there will be no need to increase the fare and the loss which the railway have sustained could be made good.

Since many years, there has been a demand for conversion of metre-gauge line into broad gauge from Ranchi to Lohardaga. Land is available for this and this work can be done easily. It is my request that this metreguage line should be converted into broad gauge. If it is joined with Tory, 5-6 hours can be said for coming to Delhi. That is why it is my request that attention should be paid to this. Special attention should be paid for the construction of an overbridge at khelari or and conversion of metreguage line into broad gauge from Ranchi to Lohardaga is very necessary. The timing of Ranchi-Delhi train should be changed immediately. It is also necessary to change the timing of the Hatiya-Amritsar train. There is a long standing demand to stop this train at Bakarkudi. It should be allowed a two minute stoppage at Bakarkudi. The swarna Rekha Project is being undertaken here and because of this reason the entire area had been submerged under water.

Now there is no communication for the farmers of the area to move out. We had written that the passenger train which comes from Badkakana to Tata should be stopped for two minutes at Bakarkudi so that those farmers who grow vegetables can sell their vegetables in Tata market. It will prove very convenient for them if the train stops at Bakarkudi.

I shall again urge you to stop the train there for two minuets. The farmers of that area shall be benefited from this. The area which is backward, underdeveloped and tribal, has not whitenessed any development. It is my request that it should be looked into.

Mr. Deputy Speaker, Sir, you are ringing the bell time and again. I will not take much of your time. It is already late night. We people have faith in the hon. Minister that he will consider the points made by us. I am fully convinced that the work will be done. With these words I conclude.

*SHRI A PRATAP SAI (Rajampet): Mr. Deputy Speaker, Sir thank you very much for giving me this opportunity. Sir, this is my maiden speech, hence I would like to speak in my mother tongue Telugu.

Sir I support the budget presented by Hon'ble Railway Minister I congratulat him for presenting such a nice budget. At a time when population is growing by leeps and bounds, the Hon'ble Minister has displayed an extraordinary skill in formulating the Budget providing all the amenities needed to the over growing number of people who travel by train. For this, not only any particular State but the entire country applauds the efforts of the Railway Minister. In many respects this budget is quite innovative and unique. In the past, no Railway Minister has taken up more than 500 Kms for gauge conversion. but the present Railway Minister has taken up the conversion of 6000 Kaute Kms. This announcement has made the people in all parts of the country happy. This conversion will go a long way in the alround development of the various regions in the country. Sir, for the first time in the annals of the parliament, the budget was telecast alive. People have followed the budget closely. I have received inumbarable telephone calls

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*Translation of the speech originally delivered in Telugu.

from the people of my constituency, which happens to be a backward region, asking me to take up the issue of early completion of gauge conversion work which had been taken up years ago. I have received any letters also in this regard. The double line conversion work taken up long ago his not been completed even to this day. People in my region wish that the pending work must be completed first, especially in the backward regions. hence I plead with the Hon'ble Minister on behalf of my people to take steps for the early completion of double line conversion which has been going on in my constituency since years. The allocation for this work may please be made in this very budget itself. Sir, Guntakal-Renigunta Division is going to be electrified very soon. But there is only a single line existing in this Division. Hence I doubt whether it is going to be useful to electrify this division when there is only one line. Hence I appeal to double the existing single line and electrify it. Both, the doubling and the electrification of this division should also be included in this budget itself.

Sir, myself, Shri Gyanendra Reddy from Chitoor, Shri K. Vishwanathem and Shri Ramakrishna met the Railway Minister and held discussions with him regarding Katpadiline. I am thankful to the Hon'ble Minister for including this line in this budget. The broad Gauge conversion of Katpadi to Tirupathi line should be extended upto Alagiri gate. Otherwise, the pilgrims who visit Tirumalai to have the Darshan of Lord Venkateshwara have to alight at Renigunta and from there, they have to take a bus or taxi for going to Tirumalai. Hence if his line is extended upto Aligiri gate, it will be more convenient to the pilgrims who visit Tirumalai. Besides, it will also serve the needs of the local people.

Sir, Hon'ble Members who have participated in the discussion dealt at length about the passenger amenities and catering service. They have highlighted the problems faced by the passengers both aboard the train and on the platform while waiting for a train. At present contract is being awarded to one person. Instead, I suggest, that it should be given to four or five persons. Thus there will be a healthy competition among them to provide better services to the people. Thus, the passengers can hope to get better food.

Then, about the medical aid, Sir, the Railway hospitals are now located outside the Railway station. Hence it is not of much to the people who travel in the train. So, I suggest that a medical shop or a dispensary should be located on the platform itself, so that when the train stops at the platform, the suffering ones can at once go to the dispensary and avail the medical facilities.

Let me say a few words about providing drinking water to the passengers. There are many areas in the country where the drinking water is in actue shortage. At present the drinking water is being kept in the middle of the platform and the passengers who are in the extern bogies of the train are not in a position to get he water as the train stops there only for a few minutes. Hence it would be better if the drinking water is made available at both the sides of the platform. Already we are spending a lot on providing drinking water to the people. Inspite of it, the amenity is not satisfactory. I request the Hon'ble Minister to show special interest in this regard.

Sir, there are many platforms in the country which do no have shelter. I happened to bring to the notice of D. R. M. one such platform at vailpad very recently. There are hundreds and thousands of such platforms which do not have coverage. I request the Minister to take steps to provide shelter at such platforms as early as possible.

Now, about the supply of wagons. There are many regions in the country where the rainfall is scanty and even below 550 ml. In such places there is absolutely no scope for agricultural activities. Survival is a struggle for the people in those places. Railway, happens to be the cheapest mode of transportation in the country. People in such places are heavily dependent on Railways for transportation. My constituency is in such an

[Shri A. Pratap Sai]

area. Minerals are abundantly available in Cuddapah, Anantpur. But the wagons are not available for the transportation of minerals. people wait for 3 to 6 months even after making indents for getting the wagons. Since the Railway officials are well aware of the position, special care should be taken to make the wagons available without any loss of time. It is necessary for the development of small scale industries in backward regions like mine. I appeal to the Ministry to initiate immediate action to ensure the supply of wagons promptly.

Let me also say a few words about the communications set up in Railways. The age old communication system which is obsolete in modern times is still in vogue in our Railway. The communication system in various spheres is undergoing rapid transformation around the globe. Even in our country many industries like cement etc. are adopting the latest methods. Satellite communication system has become popular. And yet, our Railways continue to persist with the obsolete communication system. It is time to discard this age old system and adopt the latest technology using Satellite to monitor the operation of Railways from one central point. Better coordination and functioning of Railways can be ensured by switching over to the latest technology. That will help in the rapid development of the country.

Sir, I want to bring one more thing to the notice of the Hon'ble minister. Of course, this is a small one. There should be a pubic address system within a running train. A small mike should be arranged in every compartment. Announcement should be made through this public address system informing passengers whether the train is on time or late if so, the approximate time by which they can hope to reach their destinations. Regular announcements on weather and track conditions should also be made. An official or the conductor should be entrusted with the job. This will help the old people, women and children. Traveling in the train because tension-less. Even important news can be conveyed to the passengers through this system. I hope, the Hon'ble Minister would soon initiate action to introduce this new system in our Railways. Sir, now of deal with the problems of constituency. I had been in touch with the Hon'ble Minister for the past 8 months. There is nothing wrong, if the people, who are in a backward region and where there are now new railway lines at all, demand the introduction of new trains in their area. After repeated pleas, a new fast express called Chennai Express between Madras and Dadar was introduced 4 years ago. But alongwith this, they have cancelled Janata Express which had been passing through my area for the past 35 years and Navjeevan Express which goes to Ahmedabad was also canceled. Chennai Express is only bi-weekly. No reason was cited for the cancellation of Janata and Navjeevan Express trains. People were very much agitated when these two trains and especially Janata, which was catering to the needs of farmers, workers and others in the region, were withdrawn. There were Dharmas and agitations. The matter was brought to the notice of the Hon'ble Minister and other Railway officials by the elected representatives of the people. Astonishingly, the reply received by the Railway Ministry was that it was not feasible. It is really surprising to hear such a reply from the responsible people. Did they wake up just now to discover suddenly that it is not feasible to run Janata Express? How came that they could not realise that the train was not feasible during the past 35 years? Why should they deprive the people of the train which served them most. People in the area have lost two trains by getting one fast train. Sir. Navjeevan Express, was one train which served the interest of textile industries in the region. Supply of yarn to the industrialists in Guddapak, Nandyal and Kurnal and various be places was being carried on by this train. All those when are involved in Textile industry are suffering a lot ever since this train is withdrawn. I take this opportunity to request the Hon'ble Minister to re-introduce both the trains if it is not possible, atleast Janata Express which had been serving the people during the past 35 years. Regarding security, I must say that it is hardly adequate. It is almost nil. The security force is conspicuous by its absence even after the train has arrived. There is no one to question or interrogate an unwanted man from anti-social element who movers freely on the platforms. We are losing heavily as there is no protection or security. I want that the security force be deployed found the clock. The deppeloyement of security staff should not be restricted to he arrival times of trains. Protection should be provided all the times to the ravelling public, Railway property and to hose who are loading and unloading the goods fro the wagons. We have been losing quiet heavily for want of proper security. We come across such news items in newspapers everyday.

Sir, we, the Members of Parliament bring various issues and problems to the notice of the Govt. through this august forum and also by writing letters. But unfortunately due notice is not being taken by the officials. We continue to receive the same stereotyped replies from them. Hence I suggest that a Sub, Committee should be constituted to look into the issues raised by the Members. There is a parliamentary Committee functioning at present. We should also have a Sub-Committee specially to the grievances of Public Representatives. This Sub-Committee should look into the issues referred to the Hon'ble Minister by the Hon'ble Members. The Sub-Committee should visit the laces and conduct a spot study. They should compare their decisions with those of officials and pass orders which are puttied. This is more democratic and also will help in the speedy development. It will help the large.

Many new trains are being introduced this year. The new trains between Madras and Bangalore, Tirupathi and B'lore should be routed through Cuddapah and Guntakal. All the excising trains which go to Madras or Tirupathi go via Johar Pet. No train is touching Cuddapah. Lakhs of people are travelling by buses as there are no trains in which goes through this area. Hence I appeal to introduce atleast one Bangalore bound. Express trains *via* Cuddapah. It will prove to be a boon to the people of this area.

Before I conclude, I complement the Hon'ble Minister once again for presenting such a good budget. No Railway Minister has ever presented such a Budget earlier. I hope and trust that he would include some of my demands I raised above in this very budget.

I thank you very much for allowing to make my maiden speech and conclude.

[*English*]

✓**SHRI P. C. THOMAS** (Muvattupuzha): Mr. Deputy-Speaker, Sir, I am not going to make a speech. I am only going to make a few points.

I congratulate the Railway Minister for presenting a Budget, which is not anti-people, which is not pro-World Bank and which is not against the interests of the poor people. And especially the freight charges and the charges for the passengers have been put in such a manner that poor people are given relief and also the essential commodities are put in the list of exemptions. I would only suggest that medicines may also be included in that exempted category.

With regard to imbalances, much have been said. I have a feeling that Kerala, which accounts for a good contribution to Railways by way of fares as well as by way of freight charges, is not given its due share. This is not a complaint against this Budget alone. This is a complaint against almost all the Budgets which have been presented here.

The allotment to Kerala is very limited. When the total allotment comes to about Rs. 5,700 crores, the allotment to Kerala for development works is only a very small amount, and it is only a double digit in crores. Therefore, I request the hon. Minister to consider one or two aspects as far as Kerala is concerned.

Of course, I am glad that Kerala have

[Sh. P.C. Thomas]

been brought under electrification map. Part from that, the amount given to the two existing lines, which are being built, is also there. But the amount is not too much.

I have a suggestion with regard to a new railway, which was suggested some time back and which was included in the Railways Status Paper of 1990. This is a railway line, which will benefit the passengers and the pilgrims who go to Sabarimala in a very large number. Almost all of them go to a place called Erumely, where they go to a mosque first. This is a place of national integration, where lakhs of Hindu pilgrims, who come to Erumely, go to this mosque. This shows a glaring example of secularism. Erumely is an entrance place to Sabarimala and from where lakhs of these pilgrims go to Sabarimala. This place should come in the railway map. Therefore, a railway line from Angamali or Alwaye to Sabarimala or through Erumely which has been suggested in the name "Malayora Railway" may at least be included for a survey. I would suggest that if this survey could be ordered at this stage, this will come in the railway map of Kerala without much delay.

I know the limitations. Though the limitations are there, I would suggest that the importance and the pilgrim interests but also the importance by way of giving a new line to the foreign exchange earning produces of Kerala mainly pepper, rubber, etc. which are mainly grown on the eastern parts of Kerala. So, this Malayora Railway is one thing which should strike the mind of the Railway Minister. I would suggest that this may be given due importance.

I am not going to the other suggestions, which I wanted to make. I only say that the doubling of lines in Kerala may be considered. An amount of Rs. 50 crores has been set apart for passenger amenities. When passenger amenities are considered, the total investment which is being given to Kerala may be specifically considered.

I am stopping with this because of paucity of time and the day is almost going to change and it is going to be 'Zero Hour'. So, I conclude now.

[*Translation*]

SHRI CHANDUBHAI DESHMUKH (Bharuch): Mr. Deputy Speaker, Sir, I Adivasis would like to join the hon. Members who have opposed the Railway Budget. Adivasis have been neglected in this Railway Budget. Advise areas are not going to benefit through this Railway Budget. Our Adivasis say:

> "Unse pani mat mango, jinhen pyas ki pehehan nahin; Unko jeevan mat do, jise saans ki pehchan nahin; Jeevan ke lambe safar mein, bhale akela hi chalo; Par un kaungi ka vishwas mat karo jise shwas ki pehchan nahin."

Mr. Deputy Speaker, Sir, during my studies in 1958, I was asked to write an essay in the Hindi paper on the topic "Railgadi saute mere priyatam ko lekar chali". From the Budget presented by the hon. Railway Minister I feel that the train has disturbed the sleep of the public. It has become necessary to say all this because much has been said about the competence and ability of the Railway Minister, he has won all the applause. But I am sorry to say that I doubt his ability, as I feel like that. I wrote a letter to him on 8th August, 1991. Two months after that letter, I wrote the same letter to the hon. Minister of State in the Ministry of Railways, Shri Mallikarjun. Thereafter I handed over the same letter to the Ministry of Railways but I am sorry to say that I haven't received any reply to that letter till date. If such is the attitude towards MPs, what will be the attitude towards the general public from villages, who may be complaining at times, can be imagined well and that is why I doubt the competence of the Railway Minister.

I would like to oppose the increase in the rates of monthly season tickets as proposed in the Railway Budget because the increase in the rates of monthly season tickets will burden the middle class people who are employment and the labour class. There was no need to increase the rail fare for them. Sometimes these season tickets are issued for selected trains but I would like to suggest that such facility of season tickets should be provided for all the trains so that every railway passenger can travel by any train.

Much has been spoken here about filth and stink. Reiterating the same, I would like to tell you that big cities of Gujarat like Bharuch, Ankleshwar and Baroda are full of filth and stink, in fact the filth and stink are all around. As soon as you come to platform, there is terrible foul smell all around and night-soil is littered everywhere, there is no cleanliness at all. The stink envelops an area around 100-200 feet. This is an example of competence of the Minister of Railways.

Corruption is rampant in Railways. There is so much of corruption on all the stations on metre line in Baruch district such as Jambusar-Vagra, Bharuch-Jambusar, Kosamba Umarpada, Ankleshwar-Rajpipla. Passenger fare is charged from the passengers but tickets are not given to them and reduced load is shown. It is said that load is not available on these lines, so we are suspending the trains on these lines, while the reality is something else, i.e., the Adivasis of that area are not given tickets when they travel by trains. This is the reason that you say it arbitrarily that load is not available. Nearly 10 thousand people come to Ankleshwar for work from villages lying between Ankleshwar and Rajpipla, because the biggest industry of Asia is located there and that is an industrial town but despite that no facility is provided to them. If trains are run thrice a day between Rajpipla and Ankleshwar and diesel locomotives are attached to the trains, it will increase the transport on that section and people can get more facilities. Moreover it may accrue profit to the Railways too. In absence of this facility the people at times travel by truck or tempo. I demand that the attention should be paid immediately to provide these facilities.

24.00 hrs.

Mr. Deputy Speaker, Sir, my other suggestion is that a survey was conducted some 15 years ago to convert Ankleshwar-Rajpipla line into broad gauge line as also to extend this converted line up to Narmada dam. There has been no progress till now. My submission is that if this rail line is extended up to Dahod *via* Chhota Udoepur, the distance between Bombay and Delhi would be reduced by 200 kms.

The Jhagadiya-Netrang narrow gauge in advasi areas would go a long way to benefit advasis of the area-if this line is extended up to Nandurbar in Maharashtra. Bharuch is the Headquarters of my district but few trains stop there. Stoppage of Express trains like Navjeevan, Karnawati and Trivandrum should be provided there. There is a need for providing a stoppage of Avantika-Indore train at Ankleshwar station. Many industries are development at Ankleshwar, Panoli, Kim, Kosamba etc. Thousands of people are coming there. Some railway station by the name of Sanjala has been constructed there but no ticket booth is there. On making some enquiry we came to know that it does not fetch any income, so no such facility has been provided there. When there is no ticket booth, wherefrom is any income possible? Therefore, it is my submission that a ticket booth should be provided there.

There is need for the construction of an overbridge at Kim Kosamba station because in the absence of an overbridge the railway crossing remains closed for transport for one hour at a stretch. There is a need for extending Bharuch-Vadtal passenger train up to Surat so that people may benefit from it. I would like to thank the Railway Minister for his decision to introduce an Inter-city Express train between Vadodara and Valsad. The train may be named Narmada Express. There are many such trains whose arrival and departure timings had been fixed many years ago. It is very important to make some changes in the time-tables of these trains. If a train leaves at 10 p.m. it should leave at 7.00 p.m. By making such a change, our

[Sh. Chandubhai Deshmukh]

Adivasi people will reach their home early. This way the people living there will be facilitated to a great extent.

The narrow gauge railway line from Vadodara-Pratapnagar to Chhota Udepur is lying closed for years. Trains run up to Bodeli on that line only and does not go beyond it because the bridge is broken. The bridge requires some repairs which may be taken up so that the people of Adivasi areas may benefit from it. There is a need to expand the platform of Kim Kosamba Station and to provide adequate facilities to the Adivasi areas. There are certain demands which can be fulfilled through D.R.M. Office, but the quick speed that is needed for D.R.M. office is yet to be seen.

Finally, I would request the hon. Minister through you that all the grievances may be redressed as soon as possible and every possible steps be taken for their relief. With this submission, I thank you and conclude my speech.

* SHRI MANIKRAO HODLYA GAVIT (Nandurbar): Mr. Deputy Speaker, Sir, I rise to support the Railway Budget for 1992-93. I come from Nandurban which is the backward area of Maharashtra. This area is adjacent to Gujarat and Madhya Pradesh.

Just now some Hon'ble Members from my area criticised the Budget saying that it is anti-people and against the country. But I feel that there is no substance in this criticism and they opposed it for the sake of opposition.

There is Surat-Bhusaval railway line in my are. It will not be wrong to say that this line is also as backward as this area. There are only four pairs of passenger trains namely 75 down-76 UP, 77 Down-78 UP, 37 Down-38 UP and 113 Down-114 up, which are running on this section. The trains running on this section have steam locomotives. I have been demanding that trains on this section should have diesel engines. I hope Hon'ble Minister will accept this demand. There is a long standing demand that there should be electrification of this track. I hope that the electrification of this railway line will be taken up immediately. Presently Ahamedabad-Howda Express and Navjeevan Express are running on this line. But as it is a single line, most of the trains on this section run late.

People of this area have demanded since long that there should be doubling of this line which is 336 Kms in length. Doubling of this line has already been sanctioned. An amount of Rs. 17 crore was earmarked in 1990-91 Budget. But in 1991-92 this provision was reduced to Rs. 6 crore and in the present Budget there is a meagure provision of Rs " only for this work. This is mentioned on page 376 in the document entitled "Railway Construction Part-II". Though this work was sanctioned in 1990-91, I regret to say that doubling work of not even 12 Kms has been completed. I request the Hon'ble Minister to increase the allocation for this project significantly so that the work can be completed as early as possible.

The work of laying concrete sleepers on this track is also sanctioned. But so far that work has not started. I request that this work should also be taken up urgently.

The increase in the fare of season tickets has imposed heavy burden on Bombay sub urban commuters. It is an injustice to the people of Bombay. I request the Hon'ble Minister to withdraw this increase. The travelling public of Bombay have resented this increase.

Manmod-Malegaon-Dhuliya-Nardhana-Indore railway line was surveyd 25 years back. But no action has been taken after the survey. I have raised the issue of this railway so many times in several meetings. I would like to know from the Hon'ble Minister whether this line is feasible or not.

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*Translation of the speech originally delivered in Marathi.

The demand of Dhuliya-Nardhana railway line is also very old. I request the Hon'ble Minister that this railway line should also be sanctioned for this area.

2953 and 2954 AC Express running between Delhi-Bombay is a bi-weekly train. It should run daily so that it can cater to the increasing demand of passenger traffic. AC Express has 2 bogies of first class and rest of the bogies are chair cars. I request that at least one AC-II class sleeper should be there in this train to meet the demand of the people.

I hope the Hon'ble Minister will accept the long standing demand regarding two railway lines in my area and do justice to the people of this area.

Now I would like to make a few general observations. We find that so many fraudulent practices are indulged in the sale of railway tickets. It is necessary to put an end to them. A large number of passengers travel without purchasing a ticket. It is necessary to check ticketless travel. I also demand that adequate police force should be deployed on our trains to provide security to the passengers and check thefts which are committed in the trains.

On Surat-Bhusaval section many passenger travel on roofs of trains. It is necessary to check this practice also completely.

I hope that Hon'ble Minister will favourably consider the suggestions which I have given in my speech. With these words, I support the Railway Budget for 1992-93.

[*English*]

SHRI SIVAJI PATNAIK (Bhubaneswar): Mr. Deputy Speaker, Sir, I rise to oppose the Railway Budget presented in this House. I oppose the fare hike in Second Class and season tickets. I oppose the drive for privatisation which is at the dictate of the IMF and the World Bank. I also oppose the industrial relations of the Railways and demand reinstatement of victimised loco employees. These policies need to be changed. It is not a question of introducing some new trains or only converting metre gauge to broad gauge, it is the question of expansion of railways for which there is no plan. What is required is the expansion of railways and construction of new railway lines.

As regards modernisation, it should be rationally planned in consultation with the workers and the public in order to ensure against widespread unemployment. Electrification in railways is to be emphasised. Here, I want to point out that when the steam loco shed was closed at Khurda Road in South Eastern Railway, an assurance was given to have a satellite diesel shed there. I would urge the Railway Minister to look into it. I do not see any reason for not electrifying the line from Kharagpur to Vijayawada. It needs to be done at the earliest.

Sir, now I come to the neglect of railways in Orissa State. As a first step against this, the State Government has proposed to open an office of the Chief Administrator for survey and construction at Bhubaneswar. It needs to be considered as early as possible. Earlier, Shri Govinda Munda had gone to the well of the House demanding Daitari-Banaspani railway line. In fact, this line was sanctioned. It is a vital link for the export of iron ore to Paradeep Port. I request the Railway Minister that this line may be completed in this year itself.

My next demand is for Bolangir-Khurda Road line regarding which another Member has already spoken, which will connect the western port of the State with coastal districts. It will pass through the heart of the State and the tribal district of Phulwani will be benefited and the tribal people who have not seen the railway so far will be able to take the benefit.

Allotment of funds for Sambalpur-Talcher line is very meagre. In this way, nobody knows when it is going to be completed. I join the other Members in demanding setting up of Wheel and Axle Factory and a coach factory at Rourkela.

[Sh. Sivaji Patnaik]

Earlier, another Member from Orissa has stated bout the necessity of superfast train from Delhi to Titlagarh in the western part of Orissa. I would like to urge upon the Railway Minister to introduce it at an early date.

Again, the present Neelanchal Express is to be made superfast train and it has to be put on a shorter route rather than in this circuticus route.

I wish the hon. Railway Minister will concede these small demands.

SHRI HARISH NRAYAN PRABHU ZANTYE (Panaji): Hon. Deputy-Speaker, Sir, I rise to support the Railway Budget 1992-93. Since we are sitting at late night, I will speak only about things which are mostly connected with Goa.

At the outset, I congratulate the Railway Minister for overall growth in the railway passenger and freight ratestraffic and in the production units in the year 1990-91.

I highly appreciate the Railway Minister's foresight which falls in line with the hon. Prime Minister's liberalised policy of rapid industrialisation to go for speedy conversion of railway line from metre gauge to broad gauge, as this will be a great help to passenger and freight traffic. Passengers will not only reach their destination faster but also they will not have to wait for hours together for change of trains from one gauge to another. Besides, the trains will carry mere tonnage when the lines are broad gauge, thus helping to a great extent easing of transport problems of industrialists, exporters and daily vendors.

I wholeheartedly thank the hon. Minister for conceding the 30-year old longstanding demand of the Goans to have a broad gauge line from Mormugao Port to Hubli and Hospet. I find, however, that the work on the Hospet-Hubli-Goa line and Miraj-Londa line would take a long time to complete. As the Minister is aware, the port of Mormugao in Goa has a vast hinterland stretching as far as Hospet and Londa from where iron ore is transported by rail to Mormugao Port for export. Quite often, shortage of wagons has been the limitation in transporting adequate quantity of material to this port, thereby affecting its export earnings. Also, the recent report of Rannaq Singh Committee recommending Goa as free port is also to be taken into account. The freight and passengers traffic from Goa and other places in neighbouring Karnataka to Pune and Bombay, the commercial capital of India, is considerably hampered due to change of gauge at Miraj Railway station.

Therefore, I appeal to the hon. Minster to give top priority for conversion of these lines and to allot sufficient resources to speed up the work.

I thank the hon. Minister for allocating Rs. 50 crores more as equity for Konkan Railway Project this year. However, the work on this project is considerably delayed and unless funds are augmented and tempo of work increased, the Corporation would not be able to complete the work on time. This project, which is a fine example of wholehearted cooperation from the four beneficiary States of Maharashtra, Karnataka, Kerala and Goa, is a trend setter to make projects of similar nature to come up in future in other parts of the country and it must, therefore, be given utmost importance for its timely completion to set an example to others.

I, therefore, request the Minister to allocate more funds to Konkan Railway Project and speed up the work for its completion.

The burden of increase in second class ordinary fares will fall squarely on the common man. Hence this increase should be withdrawn. If this is not possible, at least the distance for no far increase should be increased from 10 km to 20 km. By the same reasonring second class monthly season ticket fares should not be increased or at least not to be increased up to 20 km since the regular commuters in this class are common office-going people.

Uneconomic lines are acting as drains on the railway finance, the maen reason for continuing with them being to social obligation. But then these lines could be substituted by bus routes to be operated by State Government/private bodies. Buses will be able to stop at more places and will, therefore, cater to larger sections of people.

Catering services and upkeep of the stations need to be improved considerably. The quality of food served in the trains is not up to the mark. Long distance trains should have pantry cars for providing hot food.

Goa Express which is a long distance train requires two full days to reach the destination and still it is not having a pantry car. This should be introduced immediately. I had made this request last year also.

Although Rs. 50 crores have been allocated for passenger amenities this year, which is an increase of 61 percent over last year and senior officers are nominated to monitor proper upkeep of passenger amenities, unless these officers are made fully accountable to any deterioration of service, I am afraid, things will remains as they are.

I sincerely hope that the hon. Minister will give due consideration to my points.

Since we are sitting at late night hours, I have spoken only the things which are mostly connected with you.

Thank you.

[*Translation*]

PROF. RASA SINGH RAWAT (Ajmer): Mr. Deputy Speaker, Sir, several members have expressed their views in their own way on the Railway Budget presented by the hon. Railway Minister. A policy maker has rightly put it that — it is very easy to express sweet words and there are many people who can speak and listen to sweet expressions but the people who can speak and listen to bitter truth are few. I would like to present some bitter and hard facts about the Budget presented by the railway Minister.

I agree that the hon. Railway Minister is concerned about the development of Railways and that is why the is making all efforts to prove his concern and courage about the welfare of Railways. Kabir says somewhere:

> "Kabira Soyi peer hai, jo jane par peer,
> Jo par peer na jane, so kafir be peer."

He has attempted to feel the pangs of others and that is why he is sitting so lt in the month of Ramjan to know the views of all of us whether the Members are from the ruling party of from the Opposition. He has tried his best to know our ideas. I believe that he may take some steps to solve the problems. Till yesterday, he must have been firm on some point but with the passage of time as date has changed today and I think when there would be voting on the Budget next time, he will definitely make an announcement that the increase on railway passenger fare, freight rate, monthly season tickets has been withdrawn. I belive it would be in the interests of the nation too. It would be important for a compassionate Minister of the compassionate Government.

Mr. Deputy Speaker, Sir, we feel slightly bored as we have been sitting here for a long time. I would like to change the atmosphere. Once a Railway Driver had said—

> "Bulbul ki zindagi hai, chaman ki bahar par,
> Hindustan ki zindagi hai railway ki raftaar par."

There is no doubt about that. Although it is sheer limerick but today railways are the nerves of the nation through which nation's blood circulates... (*Interruptions*)...There is no denying the fact that the Railways have contributed a lot to the unity and integrity of the country and also to the development of the nation. That's why all of us hold railways

[Prof. Rasa Singh Rawat]

in high esteems because it can play a vital role in the development of the nation. This fact is recognised by everyone irrespective of his party affiliation and all of us are striving for it. But now-a-days the performance of Railways has deteriorated. I may say that the Railways are just working somehow. Sir, through you, I would like to submit that on some occasions many a difficulty is faced while travelling in the trains and the idea of reaching the destination reins upper-most in our minds and we forget to enjoy the train journey.

The hon. Minister of Railways expresses happiness stating that no major increases have been made in the fares, but what was the logic behind increasing the tariff for bedrolls from Rs. 5 to Rs. 10 on 20 December i.e. one month before the presentation of Budget. So, in this way other charges have also been increased. Luggage charges have also been hiked. So what will be its impact on the rural poor who are coming to Delhi in search of employment and living in jhuggi custers. They carry with them grocery items in trains. When confronted with the railway employees for carrying luggage in excess of the prescribed limit they are asked to pay extra. The hon. Minister must ponder over the issue of minor increase in luggage charges.

Sir, it is very late now. So let me come to the point. It is written at all the railway stations that safety, security and punctuality is our motto. Therefore, I believe the hon. Minister of Railways will make more efforts in this regard. Today, all these three things are not maintained properly. The hon. Minister must also ponder over the killing of innocent train passengers in Punjab by extremists on a number of occasions.

Today, I thought that I will reach the House on time. I was coming by the Malwa Express to attend the House. All the seats in a first class coach were in torn condition. When I enquired as to why the condition of seats is so bad, I was told that 5-7 persons were clearing the seats. At that time water passed through the torn seats on to the floor. It spoiled the clothes of persons travelling in the coach. Scheduled Time of arrival of this train at New Delhi is 9.35 but it reached around 10.15 or 10.30 even though the train had entered Delhi much earlier. It took a lot of time in reaching New Delhi station. Therefor, safety, security and punctuality must be maintained properly.

Sir, as my hon. friends have submitted, the Budget presented will be inflationary because of increase in freight charges, even though the hon. Minister claims that charges have been increased on certain items only. But in general, it will cause rise in prices of all the commodities in the market. Sir, launching of an economy drive has created panic among the railway employees. A ban has already been imposed on fresh recruitment and this will give rise to problems in every sphere. Sir, increase in the cost of season tickets is quite unbearable and painful. Therefore the hon. Minister must reconsider it.

Sir, through you, I would like to submit that Rajasthan is the second largest State in terms of area in the country and the entire State is a desert land and surrounded by Aravali Mountain ranges. It is also a border State. But since independence the State has constantly been neglected in terms of railway facilities even though some sympathy had been shown in the last Budget by the hon. Minister by implementing the decisions of the previous Government. A provision has been made to convert the metre gauge line into broad gauge from Sawai Madhopur to Barmer, but there is no clear indication s to the time by which the work will be completed. Sir, there is a need to pay attention to it.

Mr. Deputy Speaker, Sir, work should start on a war-footing for the conversion of Delhi-Ahmedabad mtregauge line which is passing through Jaipur, Ajmer and Abu Road. It has been a longstanding demand of the M.Ps of Rajasthan and Gujarat to convert this metre gauge line into broad gauge which links capitals of Gujarat and Rajasthan with the capital of India. A request to this effect had also been made to farmer Railway Ministers, but till date nothing has been done. Earlier, it was decided that the track would be doubled and then to line converted into broad gauge, but it is not clear by when the work would be completed. What will be the use of completing the work on the project, when we are no more on the earth. Therefore , I request that the conversion work should be completed soon.

It has been said that the railway land lying untuilised would be properly utilised, but in the absence of specific guidelines, encroachment on this land in collusion with the railway employees is taking place unabatedly. Houses and stalls are coming up on it. Sir, through you, I would like to ask the Government to pay special attention towards utilisation of unused railway land.

While presenting the Budget in July last, the hon. Minister of Railways had announced to introduce a passenger train during day time from Ajmer Sharif to Marwar Junction for the benefit of villagers for 3 months on an experimental basis, but engine was not made available for running the train. Engine of Delhi-Ajmer train had to be attached to the above train, thereby causing a lot of inconvenience. Ultimately, the train was withdrawn after 3 months. My submission is that the train from Ajmer Sharif to Marwar Junction should be re-introduced for the larger benefit of villagers. The train will also run on profit.

Sir, the railwaymen who have been suspended from service should be reinstated without delay. In this connection I would like to submit one more thing that employment on compassionate grounds to the next of the kin of railway men dying prematurely is given. But often it has been noticed that when the matter is put up before the Railway Board officers and the hon. Minster of Railways, they give an assurance. But the subordinate officers pass certain remarks and declare the case as time-barred. As such no employment is given. People spend a lot of time and money in travelling, but employment does not come their way. Therefore, I would like to submit that a member of deceased railwayman's family must be given employment in railways. This matter must be considered sympathetically.

Mr. Deputy Speaker, sir, the Hind Mazdoor Sabha is the largest trade union in the country, but it has neither been recognised nor the recommendations made by the union for the welfare of railway employees are accepted by the Railways. At a number of places writ of Western Railway Employees Union, INTUC and AITUC clearly runs and even the officers of locomotive factories are afraid of these unions. There was a proposal to recruit 400-500 group 'D' employees. The Railway Board and the D.R.M. had given their assent to the proposal, but because of the attitude of the unions to get their men appointed, the recruitment could not take place. My submission is that this must be looked into.

An announcement was made to constitute 5 metergauge zones in the country and Ajmer-Sharif was one of them. Sir, the 'dargah' of Khawaja Sahab is situated at Ajmer Sharif where people from all over the world come to pay their obeisance every year and you also have highest regards for the shrine, Pushkar is also located there. Railways earn huge revenue from Ajmer, but till date the headquarters of the metregauge could not be set up there and nor could it be linked with the broadgauge line. Sir, I would, therefore, like to request you to pay attention to all tis.

SHRI C. K. JAFFER SHARIEF: When the line is being converted into broadgauge, what is the need of a metregauge.

PROF. RASA SINGH RAWAT: I thank you for taking up this construction, but it must be expedited. Computerisation is being introduced everywhere and I would like to thank the hon. Minister for completion of beautification work during his tenure at a major railway station like that of Ajmer. However computerisation work at the station is at its primary stage.

SHRI C. K. JAFFER SHARIEF: We will

[Sh. C.K. Jaffer Sharier]

meet the demand for broad gauge if you quote a couplet at the end of you speech.

PROF. RASA SINGH RAWAT: Mr. Deputy Speaker, sir, please give me just two more minutes. I hope my submissions would be considered. There is a large contoinment at Nasirabad. But the Udaipur bound Garibnawaz Express also known as Link Express and which starts from Delhi as Pink City Express does not stop at Nasirabad. Army personnel going to Delhi, Haryana or other places in the North are dropped at Ajmer by army vehicles. You can imagine how much of Petrol and Diesel is wasted. At Ajmer they board Pink City Express or some other train in the evening and a lot of their time is waste in this way. Therefor, it is requested that the Link Express or the Garibnawaz Express may be provided a 2 minute halt at Nasirabad. The Pink City Express should be provided a two minute halt at Kishangarh in district Ajmer in my constituency where there are a number of big handloom factories and marble factories, Even if forone minute, Superfasttrain must be halted at Beawar in district Ajmer which is the largest wool market in India and a business centre having a number of NTC mills and population of about 1.5 lakhs. Ahmedabad bound Ashram Express doesn't stop a Beawar. Therefore, it is requested that it may be provided a halt there.

Earlier, there was a railway agency at Pushkar. It was selling tickets for all destinations, but now it has been closed down. Therefore, railway agent may be appointed there to enable the passengers coming to the town to directly buy tickets and stave off their difficulties.

In the end, I would like to say that

[*English*]

Action without delay is the secret of efficiency.

[*Translation*]

If action is taken on the complaints without delay, whether these are about corruption etc., it will be called efficiency. I hope the hon. Minister with all seriousness will look into these things and provide basic amenities at the stations, check dacoity, theft, looting and wide circulation of duplicate tickets and the tendency to travel without tickets in the trains. With these words I thank you for giving me time and conclude.

[*English*]

SHRI N. DENNIS (Nagercoil): Sir, while supporting the Railway Budget proposels, I wish to make a few points. In conformity with the increase of population, the needs of the society for expansion, modernisation and also for passenger amenities have also increased. To meet these needs, the government finds no alternative than to go in for increase of fares and freight rates. While increasing the fare and freight rates, the interest of the commonman is protected. There is no increase in the platform ticket; there is no increase in the freight rates of essential commodities. There are a number of welcome aspects in the Budget. There are proposals for a number of new railway lines, electrification of new lines and extensive gauge conversion and the introduction of new services and enhanced allocation of Rs. 50 crores from Rs. 31 crores for passenger amenities. There are some aspects of dissatisfaction also in the Railway Budget. Increase in the charges of season tickets would affect the regular railway users. That has to be given up. Though the increase in the freight rates of coal is only four per cent, that would affect the production of power and ultimately that would affect the industrial growth also.

Allocation of Rs. 14 crores for MRTS is very low. There is already congestion in Madras city. The low allocation would take a very long time for the completion of this work. Enhanced allocation has to be made for this project.

Regarding the operation of Rajdhani Express, priority has to be given to Madras city, the 4th metropolitan city of this country. The proposed electrification from Erode to Ernakulam-Cochin has to extended upto Kanyakumari. The gauge convertion of Dindigul-Trichy should be between Madras to Trichy too. It would go through the centre of Tamilnadu and would cover important places also.

The demand for a parallel broadgauge line between Madurai and Maniachi has to be accepted. That is the longstanding demand of the people of this region. Madurai-Tuticorin metregauge should be retained in the interest of the passengers and also the merchants of the southern region.

Introduction of new train from Trivandrum to Gandhidham should be extended upto Kanyakumari. During my participation in the debate on Railway Budgets in previous years I have been pleading for the necessity of operation of more express trains from Kanyakumari to different parts cf the country. It is thrown as an isolated place. So far it has not caught the eyes oft Government. It is a national terminus and also it is for promotion of national integrations such direct express trains have to be operated. To facilitate a large number of national and international tourists who ware visiting this place to see to sunrise and the sun-set, the place where the three seas meet and also to see the Vivekananda Rock direct trains to different parts of the country have to be operated from Kanyakumari-Trivandrum railway line is not utilised properly. It is underutilised.

Instead of operating more trains from Kanyakumari to different parts of the country, the already operated trains like Cannanore Express, which was operated previously from Kanyakumari, has been stopped. It has to be restored. Again I would like to point out the necessity of expansion of Madras Mail to Kanyakumari is a part of Tamilnadu. For going from Kanyakumari to Madras there is no direct train though there is a railway line. This aspect has to be taken into consideration. Previously on a number of occasions proposals for the extension is made even announcements have been made and it was published in the Railway Time Table also. Madras Mail has to be extended upto Kanyakumari. Similarly with the name of Vivekananda Express the Guwahati-Trivandrum Express that was originally intended for Kanyakumari where Vivekananda had meditated on the rock, with the name Vivekananda Express, has to be extended as originally intend to Kanyakumari. Similarly, Ahmadabad Express also has to be extended to Kanyakumari. I would like to bring to the notice of the hon. Minister to provide a coaching complex in Kanyakumari District. There are extensive lands of 98 acres. Infrastructural facilities like water, electricity are also available there.

Another point that I would like to bring to the notice of the Minister is that - as per the present policy of the government, manning of new railway line level crossings not done by the Central government is not doing the manning part, on the plea that it is the responsibility of the local bodies and the State Governments. But, the local bodies and State Government are not taking interest in providing facilities for manning of new level crossings. A number of important railway level crossings are without facilities to man it. So, decision to man new level crossing by the Central Government has to be taken at the earliest. In this connection I would also like to point out that there is a longstanding demand from the people of the locality of Palliadi for manning the railway crossing at Palliadi, in the Trivandrum-Kanyakumari railway line and it has to be done. Immediately after the construction work is over, the casual wonkers are retrenched. They have either to be regularised at the earliest or they have to be accommodated in some new projects.

The difference between the facilities provided in the First Class and the Second Class compartments has to be narrowed down. Water facilities, cleanliness and toilet facilities are not adequately provided in Second Class compartments particularly in

[Sh. N. Dennis]

the suburban trains. Even in the first Class compartments in Suburban trains they are not adequately provided. The compartments are old and damaged.

I would like to point out that a engine Loco Shed should be set up at Nagercoil. There is no Central Railway Workshop or factory in Kanyakumari District. Therefore, Engine Loco Shed has to be set up in Kanyakumari District. There is another plea that I have to make is that a second platform at Kulithyrai has to be provided urgently.

With these words, I am concluding, without further time of the House.

MR. DEPUTY SPEAKER: Now, Shri Dhananjaya Kumar. There are three more speaker after this.

SHRI V. DHANANJAY KUMAR (Mangalore): I would begin my speech with the fond hope that the hon. Minister would not take our effort as, just burning the mid-night oil and would give due consideration to the request made by the several Members, here, in this House.

MR. DEPUTY SPEAKER: In this odd hour also.

SHRI V. DHANANJAYA KUMAR: I would have given full marks to the efforts made by the hon. Railway Minister, but for the levy of a very tall order, he has imposed on the poor people of our country. He has ventured to raise an additional revenue of Rs. 1366 crores.

[*Translation*]

Today speeches were made in different languages in this August Houses Still we are one nation.

SHRI P. M. SAYEED: Why donot you speak in Kannada.

SHRI V. DHANANJAYA KUMAR: Speeches have already been made in Kannada, Marathi...

[*English*]

Sir, Indian railway has to play its own part. Indian Railways will have to contribute in keeping the unity and integrity of our country and also in removing the regional imbalances. It is one of the essential services. I would have appreciated the Railway Minister had he shown a new direction for plugging the leakages, call a halt to the wastages, bringing up efficiency and make an effort to remove the regional imbalances in the growth of our country. Railways, as I have submitted, is one of the essential services. Therefore, it should have been given a sufficient support. It should have found a sufficient support in the budget allocations. Instead of that, now we find that there is an effort being made to raise additional revenue to contribute to the coffers of the Government of India by the railways. Be that as it may, now probably the Hon. Minister is thinking that every Members has got some or the other request to be made and how to fulfil all these. Probably he is thinking. But this is the only opportunity we get in making an effort to get redressal to our grievances. So, I hope the Railway Minister would kindly consider our request.

Much is said about the contribution given to Karnataka in this year's railway budget. No doubt the present Railway Minister is the sixth in the line - Karnataka has given six Railway Ministers to this country. Of course we are fortunate for the the first time, we find one Minister, who has given little bit. I would not say that he has met all the demands of the Karnataka. He has given a little bit to Karnataka this time. I have to bring to the notice of the hon. Members in this House that in Karanataka, the railways was first established as far back as in the year 1864. During 100 years, till 1947, during the British rule, 2,600 km length or rail-line was laid in Karnataka State. During almost 45 years, between 1947 and 1991, only an additional 423 kms new line was laid in Karnataka. Now the total length of the railway line in Karnataka is only 3,023 kms. This would work out to 24.30 km for every 10,000 sq. km area of land in Karnataka, the total length of railway line existing is 5,553 kms. In Tamil Nadu, it is 3,937 kms. There are four-way broad-gauge lines of a length of about 600 kms; then electrification to a length of 356 kms. In Karnataka the length of broadgauge line is only 60 Km. Now the Railway Minister has made promise that he would take up the work of gauge conversion between Bangalore and Hubli and then from Hubli to Mirage. In this connection, I have got a request. While doing this gauge conversion, I am sure the hon. Railway Minister will readily agree to my request that the line between Mangalore and Arsikarai after Hasan will have to be converted into broadguage. Otherwise this metre-gauge line will become useless. When the Bangalore - Hubli line is converted into broad-gauge, naturally the line between Mangalore and Arsikarai will have to be converted. But it is not stated in so many words. That is why, I want to get a firm assurance from the Railway Minister that this will be done, though there is no mention about it in the Budget.

Sir, in Karnataka, not even a single kilometer is electrified, excepting the line between Bangalore and Jolarpet, which is under completion now. This is the one and only line which will have the facility of electrification. So, Sir, let me inform this august house that the offer to convert the line between Bangalore and Hubli and Hubli to Mirage into broadgauge is not a big or new contribution made to Karnataka. The only new line proposed is between Hubli and Ankola. No doubt, this would enable the commuters in the area of Northern Karnataka to make use of the Konkan Railways which is a very dear project to all of us, as stated by the hon. Railway Minister.

Now, I would request the hon. Minister to see that the Konkan Railway project is completed on time. My own fear is that the Railway Minister may have to yield to the pressures of his colleague, hon. Mr. Eduardo Faleiro. We have been hearing the news that he is trying to get a deviation in the Konkan railway line in Goa. Actually, in Goa, the Konkan Railway Project should have been taken up by now. On account of his objection, the work has not yet commenced and we are apprehensive whether this project will be completed within the given time or not.

In this context, we should commend the efforts of the Konkan Railway Corporation. This project is the first of its kind in the whole world, where, the entire length of about 836 Km is going to be completed by 1994 and in the coming ten years from 1994 onwards, Konkan Railway Corporation itself will operate train services between Mangalore and Bombay, i.e. right from Kanya Kumari upto Bombay. It would repay the contribution made by Government of India and four State Governments, *viz.* the Governments of Karnataka, Maharashtra, Goa, and Kerala with interest. It will also repay the money raised by issuing bonds. The money collected from the public will be repaid with interest and then the entire project will be free and it will be handed over to the Indian Railways. Probably, in view of this, the hon. Railway Minister may not have to make any additional efforts to raise funds for Konkan Railway, provided he gives clearance to the issue of bonds in time and raises the money from the general public.

01.00 hrs.

Sir, now with all this, I would only make a request that the hon. Minister even my esteemed friend Mr. Oscar Fernandes has also made a mention about this - should come forward for the introduction of a day train between Bangalore and Mangalore and *vice versa*.

Sir, I am told recently, the hon. Railway Minister had an opportunity to travel along that line and he had himself witenessed the panoramic view which is available there in the Western Ghats. When the line passes through the Western Ghats, you get a very good panoramic view and this line is one of its kind in the whole of Asia. We request the hon. Railway Minister to kindly consider these

[Sh. V. Dhanajya Kumar]

proposal for introduction of a day train between Mangalore and Bangalore and *vice-versa.* At last, now a passenger train is being operated between Mangalore and Puttur. I would request that this train may be extended upto Subramania Road. Now, what is being done is that the train travels from Mangalore upto Puttur and then the engine travels further upto Subramania Road leaving behind the coaches at Puttur. I do not understand the logic behind this. The engine which is going upto Subramani Road can very well take along with it, the coaches also upto Subramania Road so that the commuters would get that benefit.

Sir, I would like to remind the hon. Railway Minster about his own request on the floor of this House when he was the hon. Member of this House previously for constituting a separate Railway Zone for Karnataka. We have been hearing so much in the Press also. South-Western Zone will be constituted with Bangalore as the headquarters. The hon. Railway Minister had made this request earlier and this time I do not know how he has overlooked it or forgotten it in the process of making the Budget. So, I would like to remind this aspect to him and make an earnest request that he must kindly consider this.

Then, Sir, the only and last request of mine to the Railway Minister is about constituting a separate Divisional Headquarters at Mangalore.

Now, Mangalore gets so much importance.

SHRI A. CHARLES: Then, you support it.

SHRI V. DHANANJAYA KUMAR: I am the last speaker from the opposition side. I have said in the beginning itself that mine would be a mixed reaction to this Budget because I have to welcome some of the measures introduced in this Budget or whatever contribution that has been made by the hon. Minister for Karnataka. I have to welcome it and at the same time, I would be quite happy if he considers other demands also which would not involve much spending here. So, a Divisional Headquarters may kindly be constituted at Mangalore so that the people of that part of the country also would get the benefit.

Sir, with these few words, I thank the Railway Minister for making whatever contributions that are available by way of funds at his disposal. I would request that let him rise above party line and give a new direction to the Indian Railways so that really the Indian Railways would be considered as one of the essential services in the nation and would contribute for unity, integrity and also for the all round development of our country.

SHRI R DHANUSKODI ATHITHAN (Tiruchendur): While I rise to support the Railway Budget, first of all, I want to say good morning to all of you. In fact, our Railway Minister has presented a good, prudent people oriented Railway Budget for 1992-93.

The announcement of conversion of 6000 km meter gauge to broad gauge in the Eighth Plan is a marvellous scheme which boosts the industrial development and economic advancement. The Minister announced that there will be no fare hike in the Second Class for the distance upto 10 km. I think it may be a printing mistake; instead of 100 km. they might have put 10 km. The Minister announced in the Second Class there will be no fact hike for at least 100 k.m. Likewise, sleeper surcharge upto 500 km should be extended to at least 800 km. the fare hike is very minimum. It is evident from the Minister's statement that between Kanyakumari to Jammu a distance of 3726 km will be covered by Rs. 25. I appreciate the Railway Minister for giving exemption in freight increase for essential commodities like foodgrains, pulses, salt, sugar, jaggery, chemical, oilseeds, live stocks, fodder, tea, fruits and vegetable, kerosene, diesel, etc. By this way, it shows the Railway Budget is meant for economic development and more care has been taken so that the hike will not affect the poor section in the society. It is also appreciable for not increasing the price of the platform ticket.

I am representing Tiruchendur ceonstituency, the southern part of India. As concerning railway development, southern part has been continuously neglected. From my district Headquarters, whether it be Tirunelveli or Tuticorin, we are able to go to Madras only by Metre Gauge. Now that also disturbed due to conversion of Madurai and Maniyavchi segment the last phase of Karnur, Dindigal-Tuticorin broad gauge schemes we, 40 Members of Parliament, already submitted a memorandum asking for parallel broad gauge line in Madurai Maniyavchi segment. In view of the policy matter having one gauge in India, the Railway opted for conversion. If the Madurai Maniyaveldi line is disturbed in Madurai Maniyavchi segment, the people of the southern District will face untold difficulties; they are to change two trains for reaching Madras or giving more fare by travelling 100 km more in the Egode Salem route.

The Minister is now telling about the conversion of 600 km in the Eighth Five Year Plan. I am not interested in Five Year Plan. I know what happened in Kamur Dindigal and Dindigal to Madurai Project. It took more than ten years to complete 150 km. So. when the broad gauge line will be laid from Maniyavchi to Madras, which is having a distance of 350 km, what time it will take?

So, I am interested in one year plan. If the Minister shows real interest for the early completion of the BG line from Tuticorin or Tirunelveli to Madras, he can do it within one year. The Railways should start work simultaneously from Maniyakchi and Madurai. In addition to that the proposed Karur-Salem line *via* Namakkal, Rasipuram scheme should be started simultaneously in this year. You can connect Madras from Tuticorin to Tirunelveli, distance of 40 km in addition to this main route. The Karur-Salem, *via* Namakkal Rasipuram line is only 75 km and will cost about Rs. 75 crores. So, I want the Railway Minister to categorically give an assurance on the floor of the House that the Tuti-corin-Tirunelveli line to Madras, Broad Gauge line will be implemented this year. That assurance is very much needed because in the Sough many agitations are going on presently.

Simultaneously the BG line converting the existing MG line also can be taken up. The rival parties wish to capitalise on this and they are campaigning against the Government. So, I want a categorical reply from the Minister that the conversion of Maniyakchi-Madurai line to BG line along with Karur-Sapem *via* Rasipuram will be taken up and completed within one year. Then only we can persuade the roaring public of that area not to start any agitation.

Then I come to the introduction of the Rajdhani Superfast Express. The Union Railway Minster is a Minister for the whole of India, not for Karnataka only. The Rajdhani Express is already planned to be introduced between New Delhi and Madras. Madras is the fourth metropolitan city in India. electrification and other infrastructure activity is over between Delhi and Madras. But surprisingly all of a sudden it is diverted to Bangalore. What happened, we do not know. It causes anguish to the people of Tamil Nadu. In fact, it is a threat to national integration also. The people of Tamil Nadu feel that a great injustice has been done to them by neglecting the city of Madras with the introduction of Superfast express to Bangalore. As Members of Parliament from Tamil Nadu, we cannot allow the new Rajdhani Express to other States without introducing it to Madras city, the fourth metropolitan city in India. It is our duty to fight for a right cause. So, I request the hon. Minister to rectify it and introduce the Rajdhani express from Delhi to Madras first.

Likewise it is understood that the office of the Chief Administrator Construction, is being shifted to Bangalore from Madras. If it is true, I request the hon. Minister to re-shift that office to Madras immediately.

The funds allotted for MRTS are very

[Sh. R. Dhanuskodia Thithan]

meagre. Only Rs. 14 crores has been allotted and nothing can be done. At least a sum of Rs. 60 crores may be allotted for MRTS as provided for the Hubli project.

I wanted to remind the hon. Minister of one thing. The hon. Prime Minister also gave an assurance to rectify the imbalances in the Railway Budget. So, I request the hon. Minister who is a statesman and who has given a good Railway Budget, a daring Railway Budget to rectify the imbalances. He must give all the facilities for Tamil Nadu as per the expectations of our people. Kanyakumari is also like my constituency. It is a southern tip of India. So, Kanyakumari Terminal should be developed. We have rightly put a slogan "Kashmir to Kanyakumari India is one" In order to make this slogan a reality, please extend the railway terminal upto Kanyakumari and also develop the city of Kanyakumari with a view of an integration and developmental activity.

Please introduce a new train between Tiruchendur and Madras, which is the long wish of the people of that area. Also a superfast train to Madras from Tirunelveli and Tuticorin is also needed.

In Kayalpatnam, Muslims are dominating. They require a platform. That platform may be improved immediately. And the Railways should take care to direct the officials to improve the platform of Kayalpatnam. Also Kurumbur Road should be reconstructed. That is also the long wish of the people of this area.

Tirunelveli Executive Engineers Office (Construction) may not be shifted from there. Adequate fund may be allotted for this office to look after the developmental work in that area.

Tirunelveli-Thatchanallur Road overbridge may be constructed immediately. The Veerapandiapatnam Halt Agency which was cancelled by the Railway Department may be redeemed immediately so that the people of that area will be benefited.

Sir, the hon. Minister has presented the people-oriented Budget. He is a dynamic person. So, why should he not take an initiative to introduce a bullet train in India. As a model, please introduce a bullet train from New Delhi to any one of the metropolitan cities. In your tenure, please try this as a trial and if you succeed in this, it will be a boon to Indian Railways.

With these words, I support their Railway Budget and the Supplementary Grants for Railways also.

SHRI K. THULASIAH VANDAYAR (Thanjavur): Mr. Deputy Speaker, Sir, I rise to support his Budget.

Railways, being the biggest public concern, should be made more profitable. The Railway income should not be only for paying salaries. It should also be for improvement of Railways. India to develop her economy has every right to change the mode of our planning. It is not fair to say that we are guided by foreign, alien, agents. It is natural for India to have her way and the nationalist India will never compromise with foreign agents. Whenever there is privatisation, the workers should not be retrenched and they should be absorbed and given security for their jobs.

If the public and the well run private agencies work well, it will be benevolent to the society. The cleaning and maintenance of bogies and engines should be a regular feature and not a passing affair. Beggars, dogs, cattle should be prevented from roaming about the platform.

The lines from Thanjavur to Nagapatnam should be strengthened and a fast train should be provided. Velankanni, Nagapatnam and Nagore are the religious centres of Muslims, Chirstians and Hindus.

An overbridge should be provided in Needamangalam on Tanjore-Nagapattinam railway line, for it is long overdue. whenever the fares are raised in the Railway budget, the hooligans in a bizarre way damage the railway property. It is the general public who are the suffers. To meet this, the government must take precautionary steps to prevent this looting and damaging.

From Rameshwaram to Madras, through Trichy and Tanjore, a fast train should be provided to cater to the needs of the people coming from the north as well as the south. There is a workshop in golden Rock. This must be improved. This workshop was commenced during the British days. Now it is time that this Workshop is made more viable because if you improve this Workshop, there will be big scope for employment.

Roof travelling and ticketless travelling has become a menace and hazard. If this is checked, the Railways will earn more revenue.

With this, I would like to congratulate the Minister and I hope, the needful will be done for the benefit of the society and the people of this country. Thank you.

* DR. VISWANATHAM KAMITHI (Sri Kakulam): Mr. deputy Speaker, Sir, thank you very much for giving me the opportunity to participate in the discussion on Railway Budget for the year 1992-93.

I appreciate and applaud the two Hon'ble Ministers of Railways and Department of Railways for their unique nd farsighted budget. I support the budget. Also, I do there with all the strength at my command, who oppose this budget for many reasons. They are opposing it because they are in opposition benches. They have not proposed any alternatives to the present steps and they are the people who have put forth more commands than those from treasury benches. Even if the entire budget amount is diverted to their demands, it will not be sufficient enough to meet half of their demands. They are thoroughly exposed.

The present budget has a new direction. It is different from the budgets presented during the last 40 years. It has the foresight for the future. But we expected it to be more sensational and far-reaching. We should remember the Cardinal principle that development is dependent on taxation. Railways are the largest undertaking in the country which provides employment to the maximum number of people. Because of its special position in our economy, we have separate budget for Railways. Other countries have only one budget. But we are having two. This itself speaks volumes of the importance of the Railways. The revenue of this gigantic organisation is Rs. 14,000 crores while its expenditure is Rs. 10,000 crores. While in other departments nearly 50% of the income is being spent on their employees, but in Railways the expenditure on employees is around 75 percent. Hence net profit is a little bit less in this organisation than compared to others. It is said that the Railways are incuring a loss of Rs. 1000 to Rs. 1100 crores on Passenger traffic. With such a position, it is really be very difficult to pursue the path of development and catch up with the rest of the world. In 1970 itself, BART, the Bay Area Rapid Transport system came into the operation in USA. In Japan, trains travel at a speed of 350 Kms to 500 Kms. which are based on electro magnetic technology. We, in India, Cannot even dream of such fast moving trains. We do not know when our country catches up with rest. Even metro, could not go beyond 10 miles in Calcutta. Well, that too is is a distant dream for Bombay. Sir, it is not that our people are incapable. Our Railway Officers and Engineers are second to none in the world in their expertise. But there are many drawbacks in the administration. For example, I quote two of my experiences with the administration of Railways. On 16th February, 1992, I informed the authorities at Vijayawada and Hyderabad for reservation in Godavri Express from Eluru to Visakhapatnam at the Station. Just before the arrival of the train, we were informed that there is no room in upper classes and we have been directed to

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* Translation of the speech originally delivered in Telugu.

[Dr. Viswanatham Kamithi]

seek accommodation in compartment $9, which is a 3-tier second class compartment. The train moved as usual, we got into the compartment and surprised to see that the entire compartment was fully packed. There were 142 passengers against the capacity £ 75. When we approached the conductor, he enquired from us the number of berths we required. We said five. Immediately berths were given to me. This shows how the administration is. Similarly punctuality is also far from satisfactory. I was at Calcutta on January 20th. I wanted to get back to Palasa in Srikakulam. I asked for reservation in super fast train from Guwahati to Cochin. I was cold that the day's Express is not coming but the train which was supposed to arrive a day earlier is coming. The Express was late by 25 Hrs. So this is the position today. Our men are quite capable of improving the situation. At the Central level we should have a perfect monitoring system. Instead of concentrating powers at the centre, the divisions should be reacted as units. The planning and execution should carried on at the unit administration should be decentralised extent. A convening body should be constituted with the concerned Members of Parliament, MLAs and local representatives. Certain amount of power should also be vested with this governing body. They should be in a position to plan and implement the decisions they take. That is one effective way of implementation and carrying on administration. As my friend has mentioned earlier, I too might have written dozens letters in the past 2 1/2 years, but with no effect. Often, we receive there kinds of replies. It under consideration, not economically feasible or providing wrong information-these are the three types of replies that we received from the Department. They may have the satisfaction of calling themselves as administrators. But we do not think so. The Administration has to be toned up districtwise and made responsible and accountable for their actions. We are thinking of *uniform gauge* throughout the country. We have narrow gauge too. Hence, not only metre-gauge but also narrow gauge has got to be converted into broad-gauge. The conversion work should be taken up especially in the backward regions. Sir, our area is quite backward. There is a narrow gauge line from Nampada to Gunupur which is 90 Kms. long. If the line is converted into broad-gauge and extended upto Bisham Cuttack, the distance from the important town in South Orissa, Koraput and to the Orissa capital Bhubneshwar will be reduced by 200 Kms. One can well imagine how much money the Railways can save and earn by this conversion cum extension. It is a hilly area. These are predominantly tribal areas. If this conversion is done, the area will prosper and the people in this long neglected area can taste the fruits of development. Only three days back Hon'ble Minister while replying stated that the route will be closed as it is not economically viable. The Government should think of the backlash of the people in the area if this route is closed down. The reaction will be violent and unwanted. I hope the Railways would not provoke the people by closing down this route. On the other hand Railways should adopt a positive approach by taking the decision at once to convert this line into broad-guage immediately. It is in the best interests of the people of this long neglected region. Till then, the trains should be hauled buy the diesel locomotives.

Sir, the platforms in certain stations continue to remains as they were some 15 to 20 years ago. There is absolutely no change. 5 or 6 pairs of Express trains pass through these stations. But they do not halt at these stations. These Express trains should stop atleast in one such station. Thus the Railways will be providing a better facility to the people in the area. Thus the Railways also can claim that they treat everybody and every area equally.

Some new trains are going to be introduced this year. The proposed trains from Hyderabad to Vijayawada should be extended upto *Vizag* and further upto Berhampur and Kurdah. It will serve the people better. Similarly new trains should be introduced between Vijaywada and Bombay, Vijayawada and New Delhi.

There are many more things that the Railways have to do in the days to come. Fast moving trains should be introduced in metropolitan areas. Better services should be provided to them. The population in metropolitan cities is dense and hence more care should be taken to provide better and faster services especially during the peak hours. Now the proposed fare hike is not applicable upto 10 Kms. The exemption was given so that farmers and other poorer sections can not get affected by the hike. But Sir, 10 Kms. is too short a distance to confer benefit on anybody. Hence the hike exemption limit should be extended atleast upto 25 Kms. including metro politan areas. I hope the Hon'ble Minister would make and announcement during the course of this reply. People especially the poorer sections would certainly appreciate and and applaud this gesture of the Hon'ble Minister.

Sir, I think I am the last Speaker of the day and the debate. I am proud to be so. But I am the first and continue to remain so. My Constituency No. is one. I am supremely happy to be the last Speaker of the day.

Once again thanking for the opportunity you have provided to me to participate in this important debate, I conclude.

[*English*]

MR. DEPUTY-SPEAKER: Are there any hon. Members who are very much tempted to participate in this debate?

AN HON. MEMBER: No.

MR. DEPUTY-SPEAKER: Very good, all are exhausted. I thank everybody for the mighty cooperation extended.

SHRI P. M. SAYEED: You may put it on record that the Minister will speak not tomorrow, but today!

THE MINSTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS AND MINISTER OF STATE IN THE MINISTRY OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI RANGARAJAN KUMARAMANGALAM): I would like to request the Deputy-Speaker one thing. Now that all the Members have spoken, the Minister for Railways may reply tomorrow.

AN HON. MEMBER: Not tomorrow, but today.

SHRI RANGARAJAN KUMARAMANGALAM: Yes, I mean today since it is after midnight. After the Question Hour, if the Minister could reply, I think the House would agree with me, I am sure.

MR. DEPUTY-SPEAKER: Okay. The House stands adjourned to meet again today, Tuesday, the 17 the March, at 11.00 a. m.

01.32 hrs (17.3.1992)

The Lok Sabha then adjourned till Eleven of the Clock on Tuesday, March 17, 1992/ Phalguna 27, 1913 (Saka)

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